

DECEMBER 26, 1952

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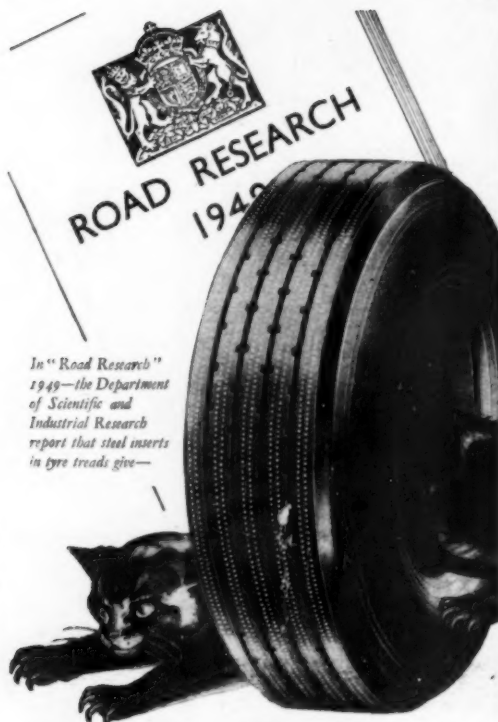


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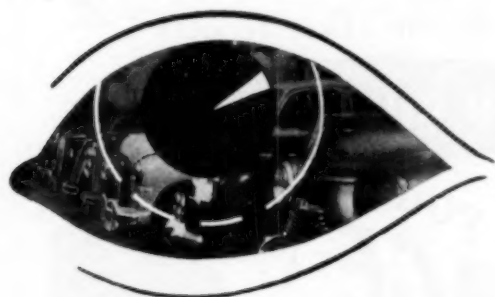
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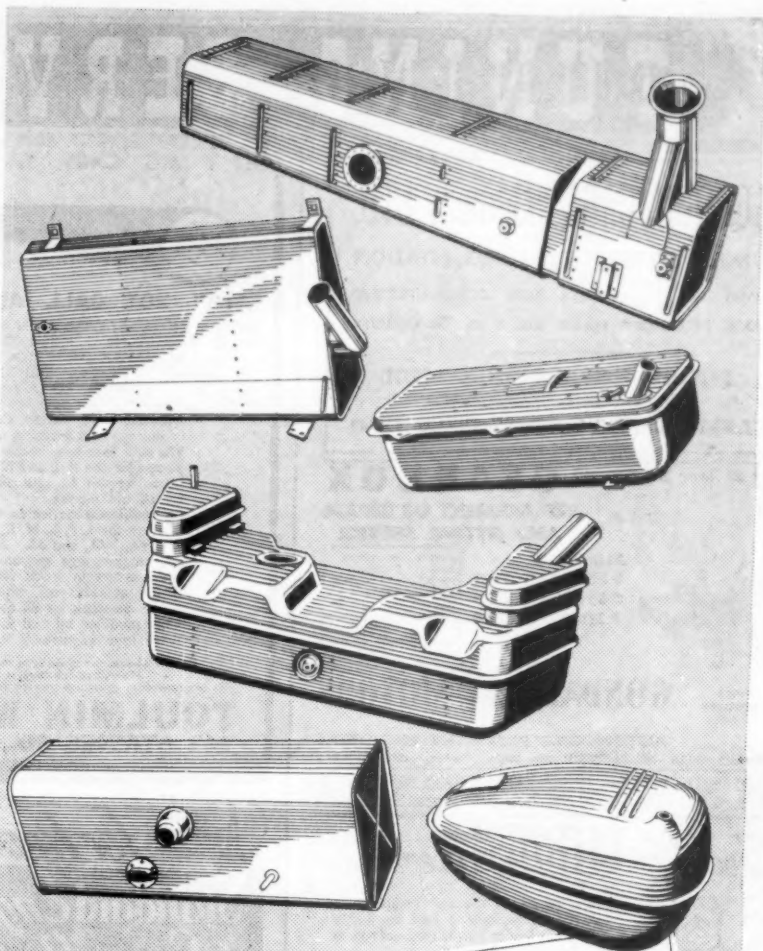
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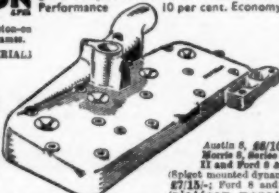
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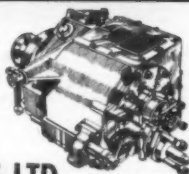
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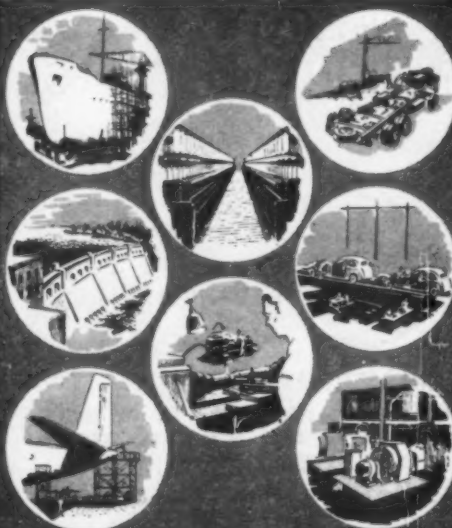
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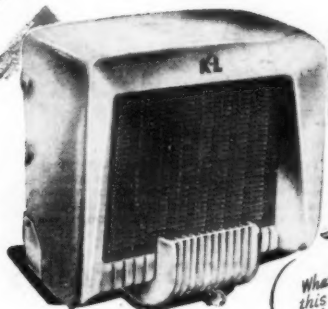
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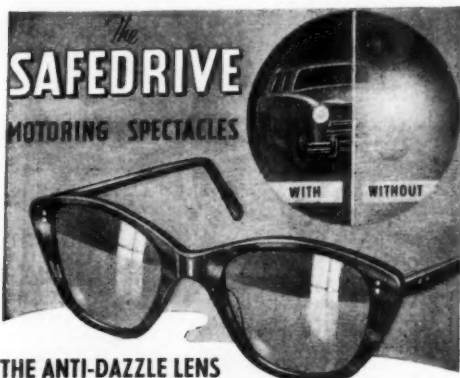
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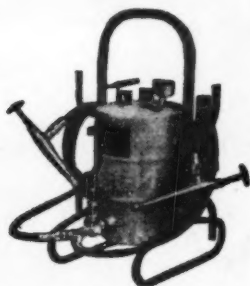
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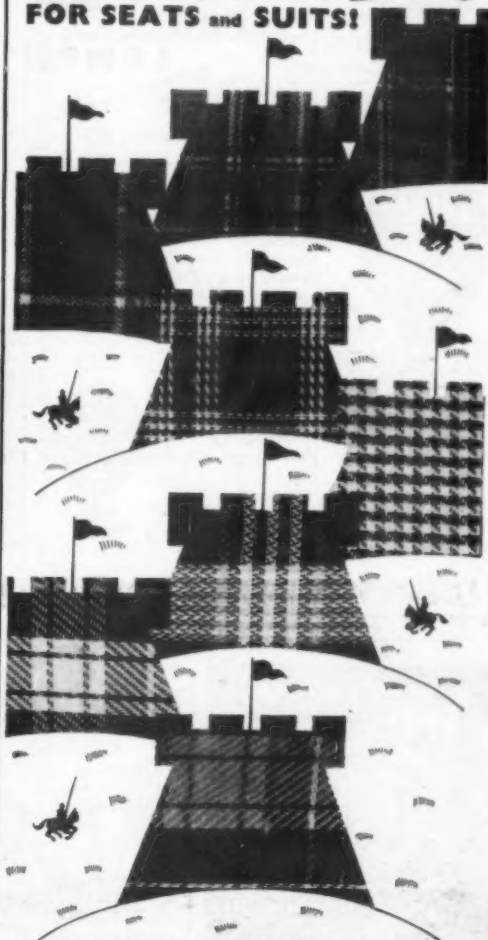
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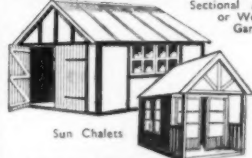
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ADDENDUM

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516472**631890****649137**

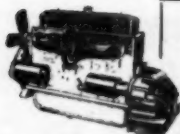
The list of patent numbers is amended as under:

Covered by one or more of the following British Patents

516472	631890	22754/50	21980/51
522025	655268	8228/51	25097/51
548757	649137	12341/51	8555/52
588998	655299	17078/51	27756/52
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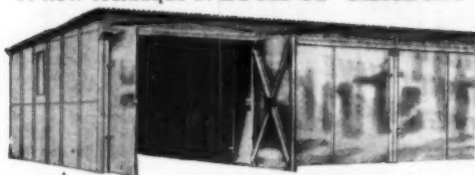
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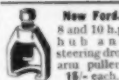
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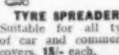
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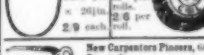


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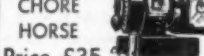


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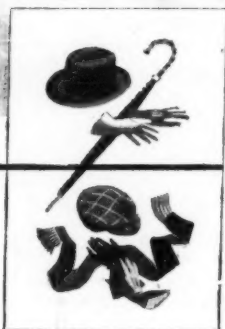
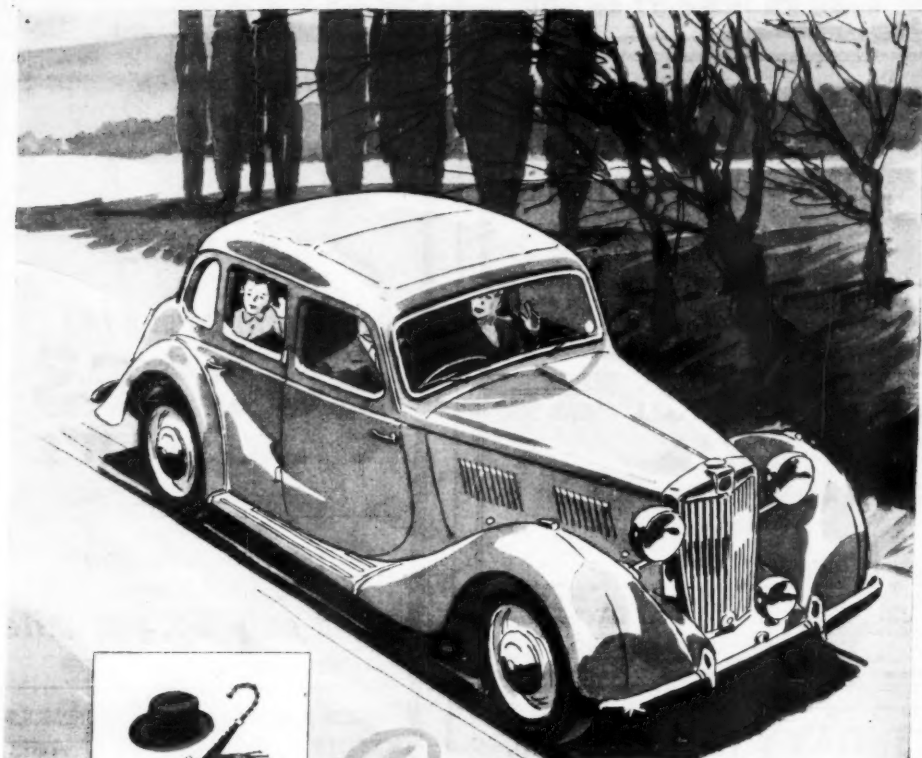
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The Autocar

FOUNDED 1895

No. 2978

FRIDAY, DECEMBER 26, 1952

Vol. XCVII

Changing Fortunes

A QUICK glance over the shoulder might lead to the dismissal of the past year as a sombre one for motorists. The impression, we feel, would be incorrect, for while there have been superficial changes for the worse, there has, without doubt, been a fundamental change for the better.

Early blows at motoring came around Budget time, and as a result of the Budget itself. Only 60,000 cars were to come to the home market; those who bought them were forced to submit to distasteful conditions, and to a disclosure of their car possessions since the war. Branded petrol could still not return. The Budget resulted in a higher flat rate of annual tax, embracing all cars instead of only new ones, and the subsequent modifications in the rate were applicable to little vehicles forming only a minute volume of the huge body of privately owned cars. The foreign allowance was reduced to £25. Petrol changed overnight from what was already a high-cost fuel to a precious fluid as the monstrous extra tax imposition was introduced, bringing the figure for tax alone up to 2s 6d a gallon. It is as well to remind motorists of this sum, for its acceptance as the normal would condemn industry to permanent high-cost transport when it is vital to reduce costs. Commercial users recognize this and are urging a reduction; the car owner too frequently shrugs his shoulders in resignation when he should be lobbying his M.P.

None the less, it was the Chancellor who put Britain's economic helm hard over and swung the bows away from the rocks of bankruptcy, for his Budget measures, even if unduly weighted against motorists, were disinflationary, and successfully so. The result can be seen in various spheres of the national life—the steady removal of rationing, the lowering of prices, the permitted return of branded fuels and the increased availability of goods. The ship of state may, indeed, be merely maintaining a parallel course to the rocks, but that at least substitutes danger for disaster, which is something gained.

The Chancellor's policy was reinforced in a motoring context by another factor—the decline of demand overseas. Motorists who, at the beginning of the year, thought that four or five years would have to elapse before their order was fulfilled, suddenly found it would be satisfied within a much shorter period. Cars began almost to "flood" the home market. The position changed unbelievably quickly, so that as the year ends only a trifling few models are left on a one-year Covenant, and the objectionable declaration scheme has disappeared. This is for the better, bringing back a healthy relationship between car manufacturer and customer, and competition between one manufacturer and another. Realists, amongst whom Mr. L. P. Lord has remained outstanding, must, however ruefully, recognize this.

Technically the year has seen two interesting developments. One is progress with the disc principle of braking, now embodied in designs from the two leading brake manufacturers. This promises to abolish the brake fade that has introduced a most unwelcome uncertainty into high performance, and we look forward to the appearance of discs on production cars. The second development is the dual trend towards a higher additive content in lubricating oils, together with the reduction in the S.A.E. number that the additives make possible. It is true that this trend has not yet developed very far, but we see no reason why it should halt, still less be reversed. None the less the cautious progress must be applauded, for only lubrication stands between an engine and transmission and quick disintegration, and it thus remains a development in which to hasten slowly.

On the road congestion inevitably worsened, for the number of vehicles increased, while road casualties continued to give evidence of the presence of danger. Some amelioration has resulted from the zebra marking of pedestrian crossings, and the renewed attention focused on them, but the danger of regarding these as being safer than they really are shows signs of growing. All in all, it has been an encouraging year, and we look forward to a continuation of the resultant optimism throughout 1953.



Monte Carlo memory: The author, Desmond Scannell and Stirling Moss, with the Sunbeam-Talbot in which they took second place in the 1952 rally.

IT is always pleasant to be able to look back at the end of a year and relive some of the incidents which have occurred during that period. Especially is this true with regard to motoring, for in the course of a year of which a large proportion has been spent in driving cars there are always a good many interesting things to recall. Not only does this hold good of the cars themselves, but also of the places visited, the people encountered, and—with regard to motor racing—the events attended.

For me, the year 1952 began exceptionally well, for in January I had the great good fortune to take part in the Monte Carlo Rally as a member of Stirling Moss' team in a Sunbeam-Talbot. As always, the period immediately before the rally was a frantic rush of last-minute arrangements—not so much for the rally as with regard to the normal routine work which would have to proceed in London during my absence. But finally, Desmond Scannell and myself found ourselves on the boat *en route* for France with the Sunbeam-Talbot, there to pick up Stirling Moss in Paris and proceed down to Monte Carlo. We utilized this run as a rehearsal for the rally itself over the actual rally route; in the vital area of the route, around Le Puy and thence to Valence, the weather was extremely bad, and we tried various routes and got stuck on most of them. But we learned a lot, and by the time we arrived in Monte Carlo ready for the start we began to feel that we had a pretty fair idea of what lay ahead of us.

The Rally

The next day or two were spent in rehearsing the regularity test round the Col de Braus circuit. The rally itself is now history. We had a very good run throughout and no trouble at all with the car, except for a puncture which ruined the casing of one of our special snow tyres. However, we were fortunate enough to obtain a replacement *en route*, and arrived in Monte Carlo to find that we were among the only 16 crews to get through to the finish without incurring penalty marks on the road section. Conditions on the regu-

PERSONAL

VARIETY IN CARS, JOURNEYS, AND

By J. A. Cooper, Sports Editor

larity test were very bad indeed, and when we slid into a snowdrift on this test we thought we had "had it" as far as our chances in the rally were concerned. However, everybody else seemed at least as badly off or even worse, and eventually we learned with great joy that we had finished second and had been beaten only by that great sportsman Sydney Allard. This was a memorable experience, and left me with very hearty respect for the ability of the Sunbeam-Talbot to carry on in the worst of conditions and to withstand extremely severe treatment.

Back in this country the usual round of events started once more; most of these I attended at the wheel of the Austin A.90, which has been my personal conveyance during the whole of this year. But before any very long run intervened I found myself involved in another sort of motoring altogether. This once more concerned Stirling Moss, as he was invited to take part in the Kitching Trophy Trial, run by the North Midland Motor Club, at the wheel of one of T. C. Harrison's trials cars, and he asked me to go along as his passenger. Now, this was a sort of motoring of which neither of us had any experience at all, although of course we had both seen a good deal of it.

Apart from the fact that the car seemed to have been designed to give the passenger an extremely hard ride, as he was sitting almost on bare boards, and that he should also have been legless, as the radiator occupied the space usually reserved for the lower limbs, all this went very well. In the trial itself we made a considerable mess of the first one or two hills, but fortunately these were up in the moors, where no spectators were present. Eventually we got the hang of it, and Stirling finally finished seventh in the trial, which we both considered a very creditable result in the circumstances!

Run Round Britain

At the end of March came the R.A.C. Rally. This involved going up to Silverstone on the Monday morning to see the test there (this test was cancelled because of bad weather conditions), thence down to Castle Combe, following some of the rally competitors. At this mid-western aerodrome circuit there was a night driving test, which provided a good deal of interest. From there through the night I carried on, with a photographer as passenger, and watched many of the drivers taking part in the test on the War Office land at Epplynt; thereafter to Whitchurch in Shropshire, where I met another member of the staff, and transferred the photographer to his car. This left me with the task of getting back to London on the Tuesday evening.

By then, I seemed to have been up for a considerable time, and, having no one with me, I had some difficulty in keeping awake. Next day to the Lake District, still in the Austin A.90, to be present when the tests in that area and the run thence to Scarborough took place on the Friday.

Three weeks later I was in France again, this time motor-ing down to Besançon in the Austin to catch up with the competitors in the Tulip Rally, and follow them round the remainder of their route to the finish at Noordwijk, in Holland. This, as always, was an excellent rally; it was not without its unexpected hazards. A minor accident near Luxembourg resulted in some damage to the coachwork and two buckled wheels; however, I arrived at the finish all right and faithfully dealt with the all-important story. It was not until the following day that one wheel actually came off the car in motion, and this occurred when I had lent it

RECORD

CONDITIONS DURING 1952



for a few minutes to Raymond Baxter of the B.B.C.—he will always think I did it on purpose!

The braking power of this—one of the earlier A.90 drop-head coupés—had always been a matter of some discontent. Therefore, this seemed an opportune time, as a couple of new wheels were essential anyway, to equip it with a set of Al-Fin brake drums and ventilated wheels, which improved the braking very considerably. This done, the car set off early in May for France, but unfortunately missed

The 1952 R.A.C. Rally of Great Britain included a regularity test at Eppynt, in Wales; here is the author travelling over that section of the route in the Austin A.90, complete with Press rally plates.

the night ferry. This meant that on the following day I arrived in Calais at lunchtime, had a quick lunch, and then was faced with the drive right across France into Switzerland, to Berne, where the Swiss Grand Prix was to take place two days later.

This was a good run, and the car showed its best on the long, straight French roads. From Berne, on to Luxembourg, where the formula 3 race, which formed the Luxembourg G.P., took place in the middle of the subsequent week, and I returned to London again at the end of the week, having amassed a considerable mileage with no trouble whatever as far as the car was concerned.

Then followed two short interludes, one in the Isle of Man and the other in Ulster; on both these occasions I found myself driving hired cars—the first a Morris Oxford (in very good condition), and the second an Austin A.40 (in extremely bad condition).

Shuttle Service

And then it seemed almost no time at all before I was once more on the cross-Channel boat, this time *en route* for Le Mans and the Belgian Grand Prix at Spa. This was another good trip, although it suffered (as do almost all of these occasions) from the fact that there is always too much to do to let one take the motoring in a leisurely fashion and explore the country to the extent which one would like.

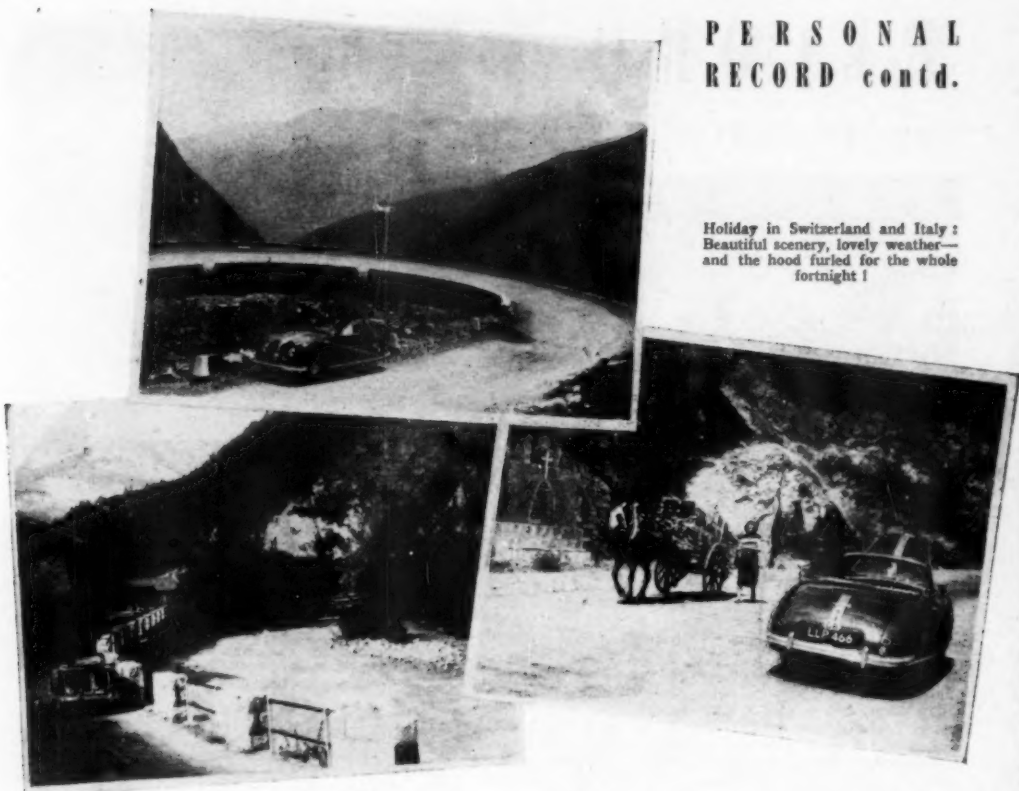
Back again for less than a fortnight, and then over once more, this time to Rouen for the French Grand Prix. This was an especially happy occasion, because after the race was over I found myself in France with ten days' holiday in front of me. This holiday period, again, was mainly occupied in motoring in the Austin; after Rouen and a day in Paris, southward to Clermont Ferrand and over the Alpes Maritimes to the Côte d'Azur. I even spent a night in Juan-les-Pins, not because I like the crowded resorts of the Riviera in mid-July, but because, as a jazz enthusiast, I simply had to take the opportunity of listening to Sidney



Another sort of motoring; Harford III and its crew in the Kitching Trophy trial.

PERSONAL RECORD contd.

Holiday in Switzerland and Italy :
Beautiful scenery, lovely weather—
and the hood furred for the whole
fortnight !



Bechet, the famous American jazz musician, then playing in that town. I soon got restless, though, and went on through the familiar streets of Monte Carlo and Menton, there to turn left and strike up over the Col du Tende to Turin, in Italy.

From there up to Aosta, meeting on the way up the valley a terrific succession of long-distance coaches, filled with sightseers, all going much too fast, with wonderful musical horns blaring continuously—a frightening experience! From here to Switzerland over the St. Bernard pass; but I am sorry to have to record that on this, as on other mountain passes, the cooling system of the Austin proved inadequate for mid-summer, and a leisurely ascent with several stops for photography and to admire the scenery was the order of the day. A pleasant two days in Switzerland were followed by a return to France and my favourite area, the Vosges. Here, though, I had the only bit of trouble to afflict the Austin throughout; this was a broken main rear spring leaf. But, apart from putting the rear axle out of line, so that the car ran slightly crabwise, this did not impede the progress, and I returned to England in a hurry on the Friday evening just in time to get to Silverstone for the British Grand Prix on Saturday, July 19.

Silverstone Interlude

In the middle of the following week came an amusing and interesting interlude. This was the result of an invitation to try out the H.A.R. formula 2 car, constructed by Horace Richards, round the Silverstone club circuit. It is always invigorating to "have a go" with a racing car, even when—as on this occasion—the car was designed for someone very much shorter than oneself, which does not help in

reaching and managing the controls. But it handled very well, and I thoroughly enjoyed myself; in spite of deliberately pushing it to the limit and beyond on corners, I lost control of it momentarily only once, and that with no subsequent mishap.

There were a lot of shorter and almost routine runs in the next few weeks; but the next trip of note was to Holland again, this time for the Dutch Grand Prix at Zandvoort. For this we had arranged that I should travel to Holland by the night boat, and that Michael Brown, Assistant Editor of *The Autocar*, should meet me at the port with his 1½-litre Riley. In this, therefore, the rest of the trip was covered, and it provided a complete contrast with my Austin in several respects. It is an excellent example of the traditional type of British car, with comparatively hard suspension, virtually no roll in cornering and not much room inside. Anyway, I enjoyed it.

Independent All Round

After another good long and trouble-free run in the Austin, this time to Turnberry in Ayrshire and back, came another interesting day spent in trying out the R.G.S.-Atalanta. With independent suspension for all four wheels, it was interesting to find out how this car would handle; in actual fact, I found it very good indeed, although at the time it was suffering from too high-geared a steering ratio; this was admirable on over-steering vintage cars, but does not suit the modern trends in suspension design nearly so well. The Atalanta went extremely well, and there is no question of its ability to go round corners; moreover, it is perfectly possible to put the two left-side wheels on the grass verge—on a deserted road—at something like 90 m.p.h., and

not only to retain complete control, but also to be almost unaware of anything out of the ordinary.

The next really long run that the faithful Austin had to undergo was in connection with the London Rally, in which I was acting as a steward. This took us over to Wales, and the town of Lampeter; but on the way over there, at about 9 o'clock at night, I suddenly had the engine die on me, miles from anywhere in the Welsh hills. Subsequent investigation seemed to indicate that the trouble lay in the coil; and I suddenly remembered that in my special tool box there was a bent and battered old coil which had lost all its enamel, together with its terminals. But it was only a few minutes' work to find it and to try it out, and, lo and behold, it worked! Not only did it work then, but also it remained on the car for the subsequent week with no trouble at all.



The Jaguar XK120 coupé reversing smartly in one of the final tests in the M.C.C. "Daily Express" Rally.

For this event it was fitted with a low-geared rear axle, giving it immense acceleration, but less maximum speed than standard; this, also, enabled Moss to go all the way up the Welsh hill of Bwlch-y-Groes in a stream of competing cars at a low speed without having to change down from top gear at all! Another striking feature of the car is the entire absence of wind noise at virtually any speed. On this long rally it proved easier than I had expected to sleep in the passenger seat, which was essential if we were going to retain possession of our mental faculties for the final tests. All in all, this was a most enjoyable trip.

The Year's Total

The Austin in which so much of my year's motoring has been done has now been in my possession for just over a year. It had previously done almost 20,000 miles, and I have covered a further 25,000 in it in the last twelve months. Among its virtues are that of being a very quiet car, while it possesses a high cruising speed with an entire absence of fuss, owing to its high gearing. Its reliability has been up to a high standard, the engine still uses almost no oil, and was decarbonized for the first time only recently. I have already referred to the brakes, which, while still subject to fade under extreme conditions, are now at least reasonably adequate. For a car with a maximum speed of around 90 m.p.h. the handling qualities are by no means ideal, owing to inherent over-steer. It is not a car to take liberties with, but, on the other hand, once its limitations are appreciated, it is a very satisfactory fast touring car.

In addition to the trips referred to above, there have, of course, been numerous others in the course of the year. Unquestionably, there are many times in each year when events and their consequent responsibilities follow one upon the other so thick and fast that there is hardly time to think. But, as motoring—in particular motor racing—is my main enthusiasm in life, it may easily be appreciated that I would not have it any other way; in fact, in the words of the well-known radio programme, "I Like My Job."

An interesting day was spent in testing the H.A.R. racing car at Silverstone.

Anyway, the Austin fully redeemed itself by taking me up to the Charterhall race meeting a few weeks later—a very long run—and back again in extremely quick time.

Then, right at the end of the season, came another opportunity; to drive with Stirling Moss in his Jaguar XK120 coupé in the M.C.C. *Daily Express* Rally. This was naturally something not to be missed by any means; in the event itself we won our class and finished fourteenth in general classification, but it was the behaviour of the car which particularly interested me. By any standards, the Jaguar is a remarkable car; if at the same time it is considered in relation to its price, it becomes even more outstanding. This particular example—Moss' own property—is fitted with a higher-geared steering ratio than standard, which personally I do not like as much as he does; but what a car it is! I must confess that I did not feel as happy with it as I like to with a car, partly because of the steering of this particular example, and partly because of what I personally consider poor driving and pedal positions, but I thoroughly enjoyed myself with it nevertheless.

On another occasion, the prototype R.G.S.-Atalanta, manufactured by R. G. Shattock, was given an extended trial; especial interest attached to the all-independent suspension (by coil springs and laminated torsion bars).



Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Tribute

STRICTURES here from time to time on parking arrangements in certain London area country towns will probably be remembered; also unfavourable reference to speed limit cases heard at Dorking, in Surrey, which matter when ventilated showed that Dorking itself was not the culprit in persecuting motorists. A letter published in this journal at the time from the secretary of the local Chamber of Commerce stressed the fact that the police in Dorking have an excellent reputation for helping rather than harassing the visiting motorist. I should like to record willingly a personal confirmation of the fact.

I wished to stop in that town only sufficiently long to post a parcel at the head post office, and chose a side street alongside the building in which to stop. If I had been staying longer I should have put myself on the side of the road which had most vehicles parked, where, indeed, there was a suitable gap. Expecting (rightly) that I should be only a minute or two, I stopped on the opposite side, perhaps not very intelligently, observing at the same time that there was indeed a policeman in sight.

As I got out of the car he asked me in a pleasant way whether I should be staying long. I waved my parcel at him and assured him (I hope equally pleasantly) that I wouldn't, and his manner couldn't have been nicer. Naturally, I was off in the estimated few minutes, feeling cheerful about Dorking and its police, and also reflecting that such flexibility, rather rare as it is in these days, is something not to be abused. Yet it is only business common sense.



Pleasant way.

Trials Benefits

IT used to be said that, quite apart from the amusement value to the competitors, and maybe the odd spot of pot-hunting, one of the benefits of trials and rallies was the experience



Pot-hunting.

they gave the drivers of handling their cars in company with other in hilly country and narrow lanes against a time schedule. No doubt this is as true today as ever it was. The other Saturday I wished that some few dozen drivers with whom I happened to come in contact had had this sort of experience.

The story, briefly, was that I visited the "view" of a country house sale in a district I know well, the house being approached by a narrow, winding lane fenced on one side and with high banks on the other. Interest aroused was far greater than I should have expected and half a mile from the house there was a solid line of parked cars on one side. Indescribable confusion broke out. The owners of the cars on the left were mostly away at the house and others were leaving, attempting to force a passage in the opposite direction to those still arriving and searching for room to park. Soon there was deadlock.

Tangle

ONE local policeman, who apparently had not been warned of the proceedings, retained his dignity but could do little, and the outcome was that the Scribal car and two or three others had to reverse 200 or 300 yards through gaps that had not offered too much room in a forward direction. Comparative freedom of movement was restored with some difficulty, but the final getaway of the main body was of an order of shambles such as I have rarely seen, and by then it was late afternoon.

Apparently one gentleman got himself mildly into the ditch. At least, having no direct view of this part of the proceedings, I was quite prepared to agree with a lady driver of the old school in a Standard, who addressed me while we were waiting, that it was probably a gent; for I am not one of those who automatically consider that if anything stupid is done on the road it must be by a woman driver.

One section attempted to press forward and the other t'other way, and it looked as if it was going on until after dark, my car by that time being parked off the road. Eventually, of course, it did sort itself out, but I cannot help reflecting that if these had been trials people the hold-up would never have set in at all. The best I can say for many of the drivers concerned is that they remained good tempered, which they would not have done, I am certain, if they had experienced a quarter of the delay for some reason on a main road.

Beware Moose!

THERE is quite a story behind the origin of the Lucas fog lamp which is known as the "flame-thrower." When an executive of the lamp manufacturers was in Canada he was tackled by a Canadian motorist on the general question of car lighting, and the Canadian expressed dissatisfaction with the standard American head lamps on his car. He explained that moose had a habit of choosing a nice stretch of concrete road as a bed for the night, presumably because the concrete was comparatively warm, having absorbed the sun's rays during the daytime. With the ordinary head lamps on his car he found that the range of visibility was not great enough for him to pick out such hazards soon enough and that phenomenal avoidances sometimes resulted. "Why," he asked the Lucas man, "can't you give us a lamp that will shine straight up the road like a searchlight?" It was as a direct result of this conversation that the flame-thrower was eventually evolved.

It was then found that it proved to be a very good fog lamp, because the long, narrow, pencil beam does not produce a lot of back-glare, as do the broader beams of head lamps. Gradually that fact became known to certain long-distance rally drivers, with the result that the flame-thrower is now almost part of the standard specification for the Monte Carlo and similar events.

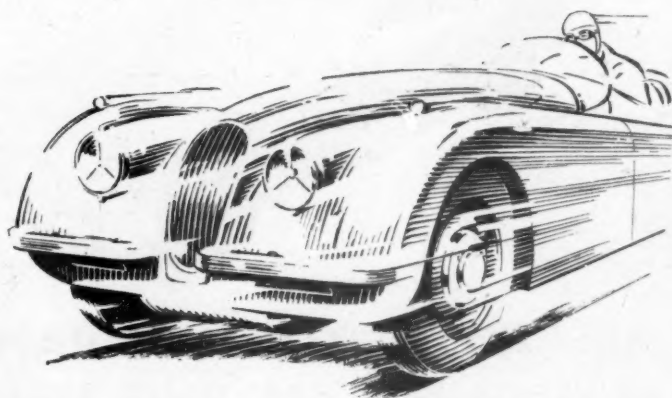


For the night.

*Most British Racing
Drivers use—*



CARBURETTORS & PETROL PUMPS





*wish to extend to all, the compliments of
the Season, and very best wishes for the
New Year.*

*The passing year brought our products many
spectacular successes, and we look forward
to the coming year with even greater confidence.*



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NEWS and VIEWS

Royal Patron

HIS Royal Highness the Duke of Edinburgh has graciously consented to extend his patronage to the Caravan Club of Great Britain and Ireland. The Caravan Club was founded 45 years ago and now has a membership of over 12,000. It is truly national, with divisions in Scotland and Ireland, and local centres covering the whole country. It interests itself only in mobile caravanning and outdoor life.

Speed Limit Removed

NEARLY four hundred yards of B4095, in the Midlands, have been derestricted as the result of a public enquiry. This road links Redditch, Henley-in-Arden, and the Warwick road, and the stretch in question is at Henley-in-Arden. Both the R.A.C. and the A.A. supported the proposal to derestrict; the limit was one that had not been approved by the Minister, but which came into operation automatically after the erection of lamp posts less than two hundred yards apart. This practice, which enables local authorities to apply the speed limit as and where they please, has been condemned by this journal and the standing joint committee of the organizations.

Cars for Nigeria

A CURIOUS interlude in House of Lords proceedings was concerned with import of cars into Nigeria. Lord Lucas asked the Government why American cars were being imported at dollar cost when British cars were abundantly available. Lord Selkirk replied that the Nigerian Government considered that at present American cars were more suitable to conditions in certain parts of the territory. Lord Lucas then asked whether a fall of 20 per cent in the imports of British cars would not cause the Government concern. Of the cars Lord Selkirk had said were unsuitable, one had been the type which broke the record from London to Cape Town by road by 8½ days

and another had been an outstanding success in North American markets.

Lord Selkirk replied that the Government were given to understand that the new British cars were likely to meet the needs of Nigeria more fully than in the past, whereupon Lord Jowitt asked if Lord Selkirk meant that the Government were satisfied that no British car was suitable to withstand the conditions of the Nigerian roads. Lord Selkirk said that this was correct, but in reply to later questions he maintained that the Government would never decry British cars, "which could meet all competition."

Asbestos Car Bodies

CAR bodies made of compressed asbestos and resin are being manufactured in Hungary, according to a report from Budapest. The body was shown for the first time at a recent exhibition organized by the automobile experimental station, which claims that as well as being fire-proof it is quieter and cooler than ordinary bodies.

Also shown at the exhibition were ball bearings made from a mixture of nylon

and plastic. These, it is claimed, are cheaper, need less lubrication and last longer than steel ones.

The Joneses

IN the U.S.A. the Ford company is reported to have cashed in on the American delight in "keeping up with the Joneses" by offering as an extra a dummy spare wheel cover to make certain models look more like the more expensive Lincoln. Accessory firms have been doing this for some time, but Ford's believe they are the first manufacturers to include the item as optional equipment.

Cars for Denmark

ONCE again Britain has become the main suppliers of motor vehicles to the Danish market, replacing Western Germany, who were ahead earlier in the year. During October half the new cars registered in Denmark (and nearly three-quarters of the commercial vehicles) were British. Most of them were Austins, Fords, Morris and Vauxhalls.

A.A. RADIO PATROLS

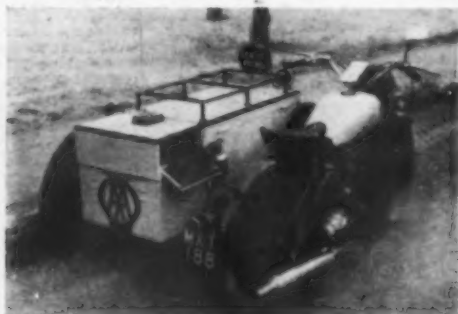
MOTOR cycle road patrols of the Automobile Association in the London area are to have radio-telephones fitted to their machines, which will be used within a 20-mile radius of the Association's receiving and transmitting station operated from Fanum House. This station is already operating radio-telephone communication with the Jeep vehicles of the night-time breakdown service, so that when the day patrols have their installations there will be a 24-hour service of assistance which can be summoned by the motorist as soon as he can get to a telephone, either in one of the Association's roadside boxes or a public kiosk. As soon as he has made his call, A.A. headquarters can contact the nearest patrol which is equipped and trained for minor breakdowns and first aid, and which is familiar with the correct actions after an accident, such as obtaining the names

of witnesses and evidence on the member's behalf.

The London service covers an area within a 20-mile radius of the West End headquarters, and is partly experimental. It will, at least in the early stages, be concentrated principally on the main arteries into the capital. Besides breakdowns and accidents, earlier warnings of fog, snow, ice and flooded roads will be a concern of the radio-equipped scouts, and they will also be more easily directed to sudden congestions of traffic.

Later on, it is hoped that the first of many more A.A. radio stations will be at Guildford, with a range including Surrey, Sussex and Hampshire, and parts of Buckinghamshire and Berkshire.

The equipment for the motor cycles is a fishing pole aerial and a Pye v.h.f. (very high frequency) receiver-transmitter, with a normal hand-telephone.



Left: A message is handed in for transmission to a radio patrol at the A.A. headquarters. The whereabouts of the patrols are kept up to date by tags on the map. Right: Radio version of the A.A. patrol. A loudspeaker informs the driver when he is being called. The batteries are housed beneath the aerial in the rear of the sidcar.

NEWS and VIEWS

continued

LORD NUFFIELD RETIRES

AT the first annual general meeting of the British Motor Corporation on December 17 Lord Nuffield retired from his chairmanship. He is succeeded by Mr. Leonard Lord.

William Morris is undoubtedly the most famous personality which the British motor industry has yet known, for, apart from being the architect of the Nuffield organization, his outstanding generosity has made him a household name. He was born in 1877 and was educated at Cowley, near Oxford, still the site of the Morris headquarters.

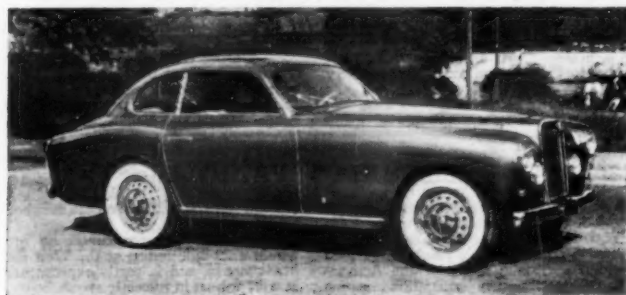
His start in the industry was made when he was a young enthusiast—hence his reference at the meeting to having spent nearly 60 years at the helm. He was, in fact, only 16 when he started work with a capital of £4 as a cycle builder and repairer in Oxford. Subsequently he proved his product by riding them

successfully in competitions all over the country.

The first Morris motor cycle was marketed in 1902, the first car appearing in 1910. The first world war saw a switch to armaments, and in 1921 he reduced car prices by £100, and thereafter the growth of his production was remarkable by any standards.

Mr. Leonard Lord was "acquired" by Lord Nuffield when the latter was using the Coventry-built Hotchkiss engine in his earlier cars, where Mr. Lord was working as a jig and tool draughtsman, and by 1927 Leonard Lord at 30 had become managing director of Morris Motors. When Lord Nuffield was asked to organize shadow factories he called on Mr. Lord and now, retiring at 75, he has done the same thing again.

Lord Nuffield remains honorary president.



Arrangements have been made for the importation of TD M.G.s into the United States, fitted with bodies by Bertone of Turin. They will be sold by S. H. Arnolt, an equipment manufacturer in Chicago, and will be known as the Arnolt M.G.s. Prototypes were exhibited at the Turin Show this year. The fixed-head coupe is seen above and there is also a convertible. It is expected that the smooth lines of the Bertone coachwork will give a higher maximum speed than that of the standard open two-seaters, although weight is slightly increased. The price of each model is \$3,585 (£1,280) plus taxes.

Britain Left Behind

CANADA and Italy are the latest countries to announce new projects for rebuilding roads. Canada's 500-mile road from Windsor, Ontario, to the Quebec border will cost about £125,000 a mile, and will have fly-over junctions where minor roads cross it. Italy is building a four-lane road from Venice to Trieste because inadequate road communications with Italy have badly hit Trieste's post-war economy.

Commenting on these plans the B.R.F. points out that Britain is the only West European country which has not built new roads as part of its post-war reconstruction programme. This year motor transport users will pay £335,000,000 in taxes, but less than 10 per cent will be spent on roads.

International Insurance

DURING 1953 motorists will be able to obtain from their insurance companies a standard form of insurance certificate called the International Motor Insurance Card. This will provide indemnity against all compulsorily insurable liabilities to third parties in any country which is a party to the scheme and for which it is issued.

Arrangements for issuing the "Green Card," as it is called, are the result of a recommendation on insurance approved last June by the appropriate section of the Economic Commission for Europe. A motor insurers' bureau in each participating country will provide the new card for any of their policy holders who intend to visit any country in Europe in which a bureau is established, and claims will then be settled between the bureaux of the two countries concerned.

The card will be accepted by Britain when used by visitors arriving after January 1, 1953, and will enable an International Circulation Permit to be issued.

Tyre Price Reduction

MANY types of tyres have been reduced in price by ten per cent. Car tyres are included among those to which the reduction applies.

Daimler-Benz Jubilee

RECENTLY Ing. Dr. Fritz Nallinger celebrated his jubilee with the Daimler-Benz A.G. in Germany. He is a director of the company as well as being chief engineer. He was in the forefront of such developments as independent

suspension and thermostatically controlled cooling, and he has been responsible for some 300 patents.

A Year's Research

WORK of the Motor Industry Research Association over the past year is outlined in the 1951-52 report of the Association (Motor Industry Research Association, Great West Road, Brentford, Middlesex). Development of both track and instruments has continued on the proving ground in the Midlands, and the use of the track has increased encouragingly; there were 4,070 vehicle-hours of testing during the last quarter of 1951, 2,100 of which were of commercial vehicles. Investigation into noise measurement in vehicles continued, and a new tape recorder is to be acquired for the purpose of recording interior noises.

Engine work included research into the effect of piston assembly on oil consumption and blow-by, piston ring movement, oil loss past pistons, the fatigue strength of crankshafts, and operating loads in crankshafts. The determination of stresses in unit body-chassis cars has also been undertaken, in addition to one or two more abstruse investigations.

Work has continued on brake fade and squeal, neither of these subjects proving readily responsive to experiment, and the weathering of body finishes has been studied using an artificially accelerated weathering cycle. Reports on the work have been circulated to members in the customary manner.

Vanguard Price Down

A TEMPORARY reduction has been made in the price of a limited number of Standard Vanguard of current design. The basic model will sell at a total with purchase tax of £794 16s 8d, instead of £919 5s 7d.

The Standard company has also announced that it plans to manufacture Ferguson tractors in France in conjunction with the Hotchkiss concern. It is suggested that the activities of Standard-Hotchkiss may in time be extended to include Standard cars.

P.T. Stays

AS was to have been expected, the Chancellor of the Exchequer has refused to lower purchase tax on cars for the present; he maintained that the Government's policy aimed at flexibility, and refused to interfere with statements made by motor industry leaders. A Labour Member wanted him to warn such leaders where their speeches led to uncertainty.

Suppressors

REFUSING to make it compulsory for old car owners to fit suppressors, the Assistant Postmaster-General said that the British people had been "hounded and pushed about enough." Well said, sir! The comment is the best encouragement to such car owners to go out and buy suppressors of their own accord.

Estate Car Road Test

IN The Autocar of December 12 it was incorrectly stated that the brake lining area of the Standard Vanguard Estate Car was 121 sq in for the front drums. These data should read front 60.5 sq in, rear 60.5 sq in, and 64 sq in per ton laden.



Near Seven Pagoda, Mahabalipuram, India

All that's best from Britain . . .

The monuments of India's rich and glorious past are miracles of patient craftsmanship . . . to-day her people are demanding the best the modern world can give . . . that is why the Standard Vanguard is proving so popular in this vast sub-continent. Built by the finest engineering craftsmen and tested under the most arduous conditions, here is a car that truly represents in every detail of its design 'all that's best from Britain.'

*Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND
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STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

THIN WALL



THEY ALL USE GENUINE THIN WALL BEARINGS

VANDERVELL

DECEMBER 26, 1952

The Autocar

21

VICTORIES 1951-52



THIS MARK
ON ALL
VANDERVELL
PRODUCTS

MANUFACTURED BY

PRODUCTS LTD.

Smee's

Scoreboard for 1952

Successes on SHELL X-100 Motor Oil

LONDON-CAPE RECORD

by Hillman Minx

MONTE CARLO RALLY

2nd, 3rd, 6th, 8th

ALGIERS CAPE RECORD

by Fiat

TOUR OF SICILY

1st, 2nd, 3rd

CIRCUIT OF SYRACUSE

1st, 2nd, 3rd

R.A.C. RALLY

BEST CLOSED CAR AND
3 class wins

RALLYE DU SOLEIL

1st and 1 class win

VALENTIN GRAND PRIX

1st, 2nd

PAU GRAND PRIX

1st, 2nd

TULIP RALLY

1st, 2nd

MARSEILLES

GRAND PRIX

1st

MILLE MIGLIA

1st and 7 class wins

BORDEAUX GRAND PRIX

1st and 4 class wins

SILVERSTONE INTERNATIONAL TROPHY MEETING

Production Touring Cars

1st, 2nd

Production Sports Cars

1st, 2nd, 3rd and 4th
Team Prize

NAPLES GRAND PRIX

1st, 2nd

SWISS GRAND PRIX

1st

PARIS GRAND PRIX

1st, 2nd, 3rd

MONACO GRAND PRIX

1st, 2nd, 3rd, 4th, 5th

ALBI GRAND PRIX

1st, 2nd, 3rd

ULSTER TROPHY

Handicap race 1st

LE MANS

3rd and three class wins

GRAND PRIX D'EUROPE

1st, 2nd

RHEIMS

Sports Car Race

1st

TANGA

FLORIO
1st, 2nd, 3rd

ROUEN GRAND PRIX

1st, 2nd, 3rd

JERSEY INTERNATIONAL ROAD RACE

2nd, 3rd and 1 class win

LEINSTER TROPHY

1st

ALPINE RALLY

GOLD CUP, 4 Alpine Cups
and Team Prize

ROVER GAS TURBINE

TESTS

151.9 m.p.h.

BRITISH GRAND PRIX

1st, 2nd

DOLOMITE CUP

1st, 2nd

BOREHAM INTERNATIONAL MEETING

FORMULA LIBRE 1st, 2nd
and 3 class wins

GERMAN GRAND PRIX

1st, 2nd, 4th, 5th

COMMINGES GRAND PRIX

1st, 2nd

JAGUAR

ENDURANCE TEST

100 m.p.h. for 7 days and
7 nights

DUTCH GRAND PRIX

1st, 2nd, 3rd

GOODWOOD 9-hour RACE

1st, 2nd and 2 class wins

LA BAULE GRAND PRIX

1st, 2nd, 3rd

ITALIAN GRAND PRIX

1st, 3rd and 4th

BRIGHTON

SPEED TRIALS

5 class wins

MODENA GRAND PRIX

1st, 3rd

BARI GRAND PRIX

1st, 2nd

HUMBER EUROPEAN

TOUR

3,280 miles through 15
countries in 3 days 18 hrs.

HUMBER RECORD

LONDON TO CAPE TOWN

13 days 9 hours 6 mins.

There are four grades of
Shell X-100 Motor Oil—
20/20.W, 30, 40 and 50. Ask
your garage for the grade
best suited to your car.

SHELL
X-100
MOTOR OIL

**fights acid action—
main cause of engine wear**

Two Automatic Transmissions

THE ENTIRELY MECHANICAL KREIS GEAR BOX AND THE SKALSKI TURBO-TRANSMITTER

WHETHER the automatic transmission will be developed in Europe to the extent that it has already been in America is a debatable point. The vast majority of American cars possess such a reserve of power that they require a reduction in gear ratio much less frequently than does the average Continental or British car, and, moreover, when a reduction in gear ratio becomes necessary the reserve of power is such that an appreciable loss in the transmission itself can be tolerated.

Apart from such technical considerations, however, there is a different driver mentality, for while the Continental or British driver frequently prefers to make any change of gear by his own effort and at the moment which he deems desirable, the average American on the other hand prefers a transmission which functions entirely automatically. In support of that statement reference may be made to a Paper presented at a meeting of the S.A.E. Detroit section in January, 1952, by Mr. Bruce Edsall, senior project engineer of the Cadillac Division of General Motors. Mr. Edsall entitled his Paper "The Idealomatic" and laid it down that the ideal passenger car transmission would provide all the following features without

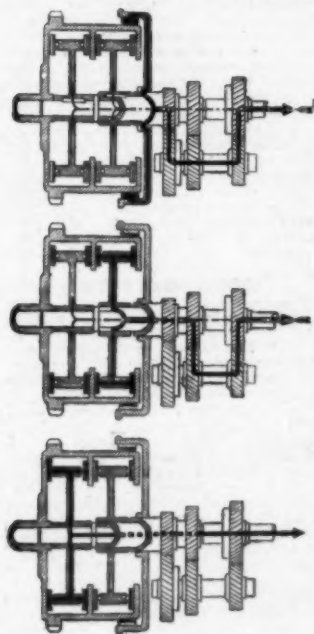
compromise: (1) completely automatic performance, (2) maximum economy of operation, (3) absolute smoothness of operation and (4) competitive cost. The author went on to say that so far no automatic transmission satisfied all these requirements, but his definition of an ideal transmission does seem to show the peculiarly American outlook on the question.

Naturally the automatic transmission is a subject which is receiving considerable attention from designers and inventors in Europe as well as in America, and an Italian design is the Kreis, made by S.I.B.A. of Milan. This is entirely mechanical, there being no hydraulic coupling or torque converter, and to some extent it resembles the Hobbs transmission described in *The Autocar* of October 17 inasmuch as it utilizes different clutches to obtain the various gear ratios. The changes are obtained automatically according to the relation between engine speed and road resistance, because the clutches are engaged as engine speed increases, by centrifugal force overcoming the action of springs and disengaged as engine speed falls by the springs overcoming centrifugal force.

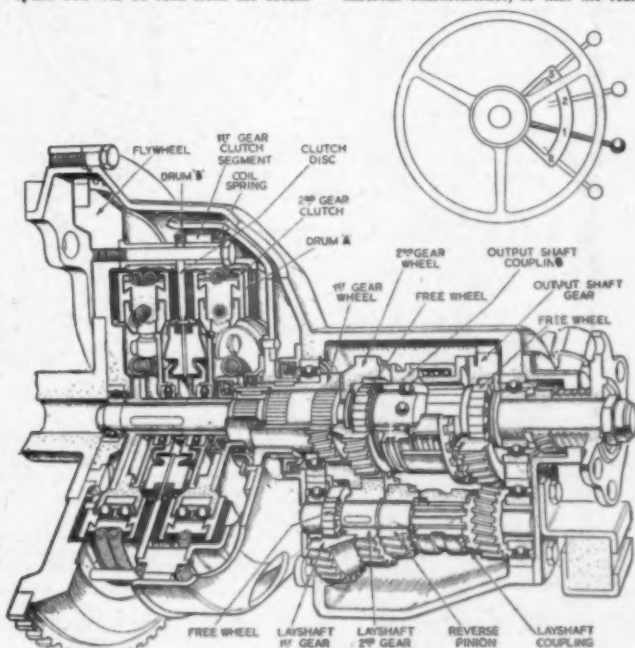
The construction of the Kreis three-speed box will be seen from the accom-

panying sectional illustration. The flywheel, the drum A and the clutch disc rotate as a solid body; the drum carries six segments bearing a friction lining, which are encircled by one or more coil springs, these segments being located by dowel pins on the drum and accordingly rotating with it. As engine speed increases centrifugal force causes the segments to move outwards so that they come into contact with another drum, B, surrounding them, this drum being carried by a tubular shaft or sleeve, which forms an input shaft and the rearward end of which carries a gear wheel. This gear wheel meshes with another gear on the layshaft, mounted on a free wheel, and at the rearward end of the layshaft is another gear wheel which meshes with a gear wheel on the output shaft, this wheel likewise being mounted on a free wheel. In first gear, therefore, the power path is from the flywheel drum A through the clutch segments to the second drum, B, and thence through the gear wheels described, from the input shaft to the layshaft and so to the output shaft.

There are, however, two other clutches of somewhat similar construction inasmuch as members which may move under the action of centrifugal force are restrained by coil springs, a point of difference being that the friction linings are moved axially and not radially into contact with the clutch disc and also with the flywheel face and the rear face of the flywheel drum. These two clutches have different characteristics, so that the rear-



Power flow through the Kreis gear box in the three gears available.



Constructional details of the purely mechanical automatic Kreis gear box. Centrifugally operated clutches select the ratios.

TWO AUTOMATIC TRANSMISSIONS

continued

most one comes first into operation as engine speed increases. When this clutch engages, the power flow is through another hollow input shaft which carries the clutch and which has a gear wheel on its rearward end, also mounted on a free wheel. This gear meshes with another gear on the layshaft, and from the layshaft power passes to the output shaft. An important point is that the clutch which connects the flywheel drum A to the second drum, B, remains engaged, but no drive passes through it because of the free wheel on which the first layshaft gear is carried, which allows the layshaft to over-run the gear wheel.

As engine speed still further increases the foremost of the two clutches within the flywheel drum is brought into operation by increasing centrifugal force overcoming its restraining springs.

This clutch has its centre keyed to the output shaft of the gear box, which extends forwards and has a spigot bearing in the flywheel, so that the drive is direct through the box, the various gears of which are free to rotate because of the free wheels, the other two clutches of course remaining engaged.

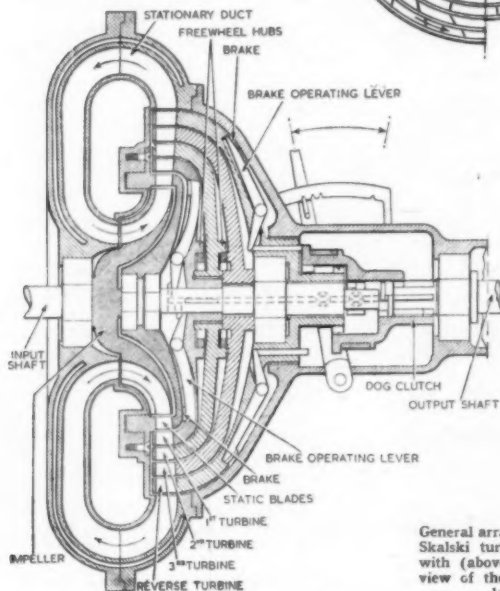
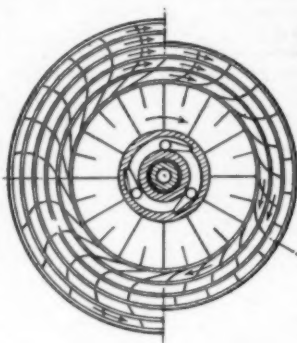
As engine speed decreases, owing to the driver releasing the throttle or to increasing road resistance, the clutches progressively disengage, so that the box automatically changes down from direct or top gear to second gear, and ultimately to first gear as the engine speed falls sufficiently.

Beneath the steering wheel is a gear lever which selects forward or reverse, causing a double dog coupling on the layshaft to move into engagement with the reverse pinion or with the rearmost pinion for forward motion. The lever also controls a sliding coupling on the output shaft, the purpose of this being to allow the car to roll backwards when desired, this normally being prevented by the

action of the free wheels which bring two gears into action and therefore form a transmission lock. This coupling also allows second gear to be held in engagement to give engine braking on a steep descent.

It will be realized that compared with an orthodox three-speed gear box having synchromesh mechanism for second and top gears the Kreis box is much more complicated, for it not only includes the three centrifugally operated clutches but also three free wheels. Also, the output shaft has running on it the two hollow input shafts carrying the first gear and second gear pinions, and additionally there are the couplings on both the output shaft and the layshaft.

The advantage of the box would seem to lie in the manner in which changes of gear are effected without any interruption in the flow of power, for the changes take place by one clutch taking up the drive and thus relieving the clutch which was previously transmitting the torque; that clutch still, however, remains in engagement but no power passes through it.



General arrangement of the Skalski turbo-transmitter, with (above) a schematic view of the turbine blade layout.

Another interesting automatic transmission development is the design of M. S. Skalski, a Polish engineer now resident in Paris. This is a hydraulic torque-converter in which a gradually convergent-divergent duct is provided for the circulation of the working fluid; a stationary member with static blades is provided to direct the working fluid at the most suitable angle, a mobile reaction member is incorporated to give a reverse gear and means are provided for locking it in order to obtain an emergency low forward gear, while, finally, a sliding clutch is provided and is operated manually to give a positive neutral position and to select reverse or emergency low range.

Concentric Blades

An accompanying illustration is a schematic plan view of the turbine blades and of the pump vanes, to show how a set of turbine blades is cut concentrically in order to create a number of superimposed turbine wheels. In another illustration the general arrangement of the Skalski turbo-transmitter is shown, and the sliding dog clutch or coupling is shown in its two positions, the upper half showing it in the emergency forward position and the lower half—that is, when it is moved rearwards—in the position for obtaining reverse. By means of a rod running through the centre of the shaft a brake can be applied to hold the first turbine wheel stationary, and consequently the other turbine wheels. The blades of the turbines then act to direct the working fluid to the reverse turbine blades, power then being transmitted through the coupling to the output shaft. A brake is also provided to hold stationary the reverse turbine, which then acts as a reaction member to increase the torque transmitted by the three turbine wheels. Normally the reverse turbine rotates freely, being carried round by the working fluid.

As the inventor provides for cooling the working fluid, either by fins on the casing in which the ducts are formed, or even by water cooling, it would appear that the usual losses to be expected in a turbo-transmitter are envisaged. The design is of interest, however, by reason of the fact that it incorporates a reverse turbine instead of relying upon a mechanical reverse gear as has hitherto been the practice.

BOOK RECEIVED

The M.G. Workshop Manual, by W. E. Blower. Published by Motor Racing Publications, Ltd., 81a, Gray's Inn Road, London, W.C.2. Price 30s.

This book must be one of the most comprehensive of its type ever produced. Dealing with every model of this popular marque from the M-type Midgits to the present-day TDs, it provides in its 500 pages what amounts to a handbook on each model; every component is described and illustrated. The arrangement of the book is successful; it is divided into sections dealing in turn with the chassis, engine, clutch, gear box and so on, and each section covers that particular component for all models. This saves considerably the work involved in looking something up in such a monumental work. A useful section is devoted to tuning for trials work, and in this are included the official booklets for the TB, TC and TD models. Lubrication charts and wiring diagrams are given for every model, and the book is bound in an oil-resisting cloth which can be washed when it becomes dirt-



The Autocar ROAD TESTS

The Riley has a distinctive appearance that retains familiar characteristics of the breed. The front wings terminate in full-length running boards and ventilators are fitted in the scuttle side panels.

No. 1483: 24-LITRE RILEY SALOON

SOMETIMES a car manufacturer hits on a particular feature of design which proves so good that it is retained over the years and passed on from model to model; the Riley engine is a case in point. This unit was very much ahead of its time, and featured hemispherical combustion chambers and inclined valves operated by rockers and push rods from twin side camshafts. Through the years, engines of this basic design were produced in various sizes, the most famous being the Riley Nine, a four-cylinder of very robust construction that was able to stand up to the stress of competitions and racing. It must also be remembered that it was a Riley engine from which was developed the E.R.A., which in its pre-war heyday did a lot to fly the British flag in racing. Yet the post-war range of Rileys are by no means racing cars, but are in fact fully equipped saloons with an air of detail finish and equipment that satisfies the requirements of the house-proud car owner. None the less, the background and breeding of previous decades have left their mark.

The 24-litre Riley, then, is a car with a robust engine capable of withstanding a great deal of hard work without losing its tune. Further, not only is it robust, but also it is a car for a chassis-conscious owner-driver, as its specification includes very many desirable features such as a "wheel at each corner," independent front suspension by means of torsion bars, and rack and pinion steering, to name only a few. Since this model was last tested the final drive has been modified, and a two-piece open propeller-shaft has replaced the torque tube. Also both front and rear brakes are now hydraulically operated.

So much for its background and specification. Considering the size and weight of the car, the road performance is very good; for example, the mean maxi-

DATA

PRICE (basic), with saloon body, £1,055. British purchase tax, £587 12s 2d. Total (in Great Britain), £1,642 12s 2d. Extras: Radio £34 12s 10d. Heater £27 10s.

ENGINE: Capacity: 2,443 c.c. (149 cu in). Number of cylinders: 4. Bore and stroke: 80.5 x 120 mm (3.169 x 4.725 in).

Valve gear: overhead, push rods and twin side camshafts. Compression ratio: 6.6 to 1.

B.H.P.: 100 at 4,400 r.p.m. (B.H.P. per ton laden 58).

Torque: 134 lb ft at 3,000 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 19.5.

WEIGHT (with 5 gals fuel), 30 cwt (3,356 lb). Weight distribution (per cent) 51.2 F; 48.8 R. Laden as tested: 34½ cwt (3,868 lb). Lb per c.c. (laden): 1.58.

BRAKES: Type: F 2-leading shoe. R Leading and trailing.

Method of operation: F, Hydraulic. R, Hydraulic.

Drum dimensions: F, 11in diameter, 2½in wide. R, 11in diameter, 2½in wide. Lining area: F, 93.9 sq in. R, 89.2 sq in. (106 sq in per ton laden).

TYRES: 6.00-16in. Pressures (lb per sq in): F, 24; R, 24.

TANK CAPACITY: 12½ Imperial gallons. Oil sump, 14 pints.

Cooling system, 2½ pints (plus 1½ pints if heater is fitted).

TURNING CIRCLE: 36ft 0in (L and R). Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase 9ft 11in. Track: 4ft 4½in (F and R).

Length (overall): 15ft 6in. Height: 4ft 11½in.

Width: 5ft 3½in. Ground clearance: 7in.

Frontal area: 20.85 sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt. 63 ampere-hour battery.

Head lights: Double dip, 42-36 watt.

SUSPENSION: Front, Independent by wishbones and torsion bars.

Rear, Half-elliptic.

PERFORMANCE

24-LITRE RILEY SALOON

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.1 to 1	5.814 to 1	8.835 to 1	14.949 to 1
10-30	11.1	7.9	5.5	—
20-40	11.0	7.7	5.6	—
30-50	12.0	7.8	—	—
40-60	11.9	8.7	—	—
50-70	14.7	10.8	—	—
60-80	17.0	—	—	—

From rest through gears to:

M.P.H.	sec
30	5.3
50	12.0
60	16.4
70	23.0
80	34.3

Standing quarter mile, 20.8 sec.

SPEED ON GEARS:

Gear	M.P.H. (mean)	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	94.0	151.2	151.2
3rd	60-70	97-113	97-113
2nd	36-46	58-74	58-74
1st	20-26	32-42	32-42

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	98
True speed	7	17	28	37	47	57	67	76	86	94

TRACTION RESISTANCE: 25.8 lb per ton at 10 M.P.H.

TRACTION EFFORT: Pull (lb per ton) Equivalent Gradient

Top	200	1 in 11.1
Third	280	1 in 7.9
Second	400	1 in 5.5

BRAKES: Efficiency Pedal Pressure (lb)

87 per cent	100
72 per cent	75
55 per cent	50

FUEL CONSUMPTION: 20.8 m.p.g. overall for 349 miles (13.6 litres per 100 km.)

Approximate normal range 20-23 m.p.g. (14.1-12.3 litres per 100 km.)

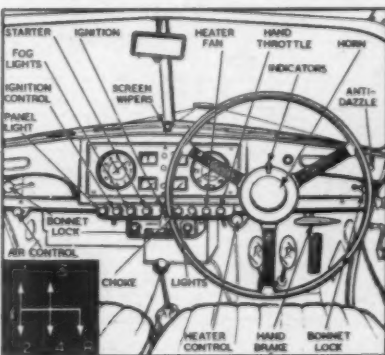
Fuel: Belgian Premium grade; approximately 80 octane.

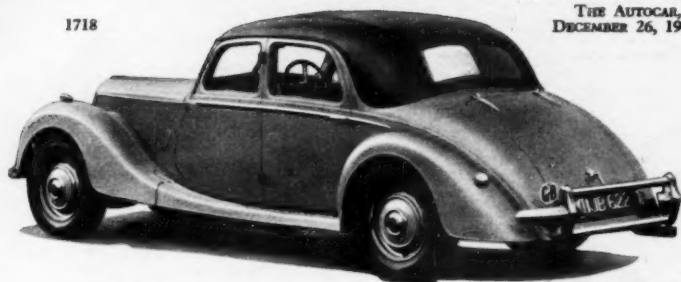
WEATHER: Dry; slight cross wind. Air temperature 30 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of October 10, 1952.





The long, low sleek lines of the Riley can be appreciated in this view and the two-colour body style (a black fabric covered top and grey cellulose on the particular car tested) is particularly suited to this type of car. There is a plated strip along the waistline, which increases the impression of length. The direction indicators are fitted well back, just behind the rear doors.



The familiar Riley radiator grille and diamond shaped badge have been retained on the post-war range of cars. Jacking points are placed below the front bumpers.

ROAD TEST

continued

mum speed of 94 m.p.h. more than meets the requirements of a very large number of potential owners, if only for the reason that speeds in excess of 90 are often very difficult to use. This speed is also accompanied by brisk acceleration, particularly if the gears are freely used. The engine—a big four with hemispherical combustion chambers—is designed for power output to some extent at the expense of smoothness; this is particularly noticeable on the present Pool fuel, on which the engine is very prone to pinking. However, on Belgian premium grade fuel (approximately 80 octane), as used during the performance testing on the Jabbeke road, no pinking was experienced; yet it is interesting to note that the use of the superior fuel did not show any gain in maximum speed.

The gear ratios are well chosen, but the box is a little more masculine than it is usual to find today, and it is quite easy to beat the synchromesh if a snappy change is made. On the other hand, the remote control lever is positive and well placed, and conveys a sense of solidity that is seldom found in the steering column counterparts. The clutch does not possess all the present-day refinements, as the pedal is relatively heavy to operate and has a quite large range of movement. During the performance tests it did not seem to have the amount of bite associated with heavy spring pressures, which in turn often result in large pedal travels. For normal operation, however, apart from some heaviness noticeable in traffic, the clutch is satisfactory and progressive. To ensure quiet gear changes it needs to be pushed right down.

To those used to the extreme softness of some of the modern suspensions the Riley may appear to provide a somewhat refined "vintage ride." Whilst it does not follow a transatlantic tendency towards sick-making softness, neither is it harsh, for the proportions of the wheelbase

relative to the size of the car and the layout of the suspension result in a vehicle that is pitch-free and comfortable to ride in over all types of surface, including the normal forms of Belgian pavé. It provides a taut, well-controlled ride; there is very little roll on corners, a feature that is further improved by the use of transversely inclined telescopic dampers for the rear suspension. Rack and pinion steering, a type well known for its general excellence for a car that is designed to be "driven" rather than "used," is well suited to this car. With 2½ turns from lock to lock it is a little heavy at low speeds, but this is more than offset by the positive feel and absence of back-lash.

The Riley corners well and can be placed with precision on bends of all types; the steering has a useful degree of self-centring action, while the car as a whole has a desirable degree of understeer with a two-up load that provides it with a directional stability of a very high order. There is no suspicion of vagueness in the steering, of the type that is often found when a large number of rods, levers and bearings are used—all with their own share of spring and back-lash. Nor is there an excessive amount of kick-back through the steering wheel—a criticism often held against units of this type—but there is that lively feel that gives the driver a good impression of what is taking place between the front wheels and the road.

Hydraulically operated brakes are now fitted to all four wheels (as distinct from the hydro-mechanical system fitted previously). They are both powerful and progressive, yet during performance testing a very noticeable amount of fade was experienced, while some very slight fade was noticed under hard driving conditions on the road. An umbrella type of hand brake control is conveniently positioned to the right of, and slightly below, the steering column.

The driving position is very good; in true sports car style



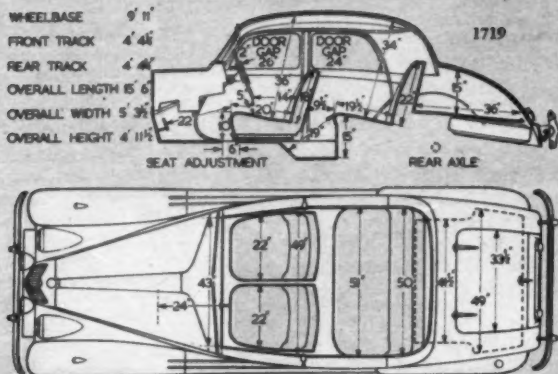
The Riley has an air of quality about it which is accentuated by the use of leather upholstery and polished wood cappings in the body interior. Two ashtrays are provided in the front compartment and there are pockets in the front doors, as well as a useful tray below the fascia. Another very convenient fitting is a dipping type of non-glare rear view mirror.

The rear compartment is well arranged and very comfortable. There is a folding central armrest, while outside armrests are mounted on the doors, low down in which ashtrays are recessed. Two interior lights are fitted, one at each side, mid-way above the rear doors.





The luggage locker is of useful capacity. A separate lower compartment contains the spare wheel, and to gain access to this it is necessary to remove the cover on which is mounted the rear number plate. The luggage locker lid is pivoted on external plated hinges. Two fuel filler caps are provided, one on each rear wing.



Measurements in these 1/16 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

two seats are provided in the front compartment, as distinct from a single bench-type seat, and they are well proportioned, yet a little more support for the driver's left leg would be appreciated—an impression produced by the space for the left foot when it is not operating the clutch pedal being limited by the central tunnel. The cover is suitably shaped to form a footrest, but it would be better if it were placed a little farther forward. A well-proportioned backrest provides comfort and supports the driver in just the right places. Also the positioning of the pedals and steering wheel relative to the seat is well arranged. The spring spoke steering wheel is adjustable on its column, which is suitably raked, with the result that the adjustment really means something. Although the throttle pedal is well placed, this control, like the clutch, has an unusually large range of movement.

From the driving seat there is very good forward visibility, and both front wings, complete with their externally mounted side lamps, can be seen, whilst the dummy radiator filler cap forms a useful "sight." Visibility to the rear is also very satisfactory, and night driving comfort is increased by the provision of a rear view mirror that tilts and brings into use a smoked glass to reduce dazzle from behind at night.

Galaxy of Minor Controls

In the minor controls the theme is, no doubt, one switch for one circuit or item of equipment. There are no fewer than twelve separate knobs, including those used to operate the heater, but excluding radio controls as being part of an optional equipment. The majority of these controls are mounted in a row on the fascia below the centrally placed instruments. There are arguments for and against such a layout and the use of multiple knobs, but during the test it was found that the driver quickly became acquainted with the relative position of any particular control, and then it was a simple matter in the dark to feel for the first on the left or third from the right, as the case may be. Although it is an optional extra, the heater is worthy of mention, as apart from the usual adjustments such as the variation of the air flow to the windscreen and the interior of the car, it is possible to supply air to either the right or the left side of the front compartment to suit the individual requirements of driver or passenger. Also, this heater earns full marks as being one of the few that warm the interior and deice the screen without contaminating the car with the familiar heater smell sometimes experienced.

Presumably because of limited toe board width, a foot-operated head lamp dip switch is not used, but this operation is performed by a hand-operated switch mounted on the extreme right of the fascia. This is quite convenient to use, but it does necessitate the removal of one hand from the steering wheel. Among the group of controls are two that

are seldom found today; an adjustable slow running control and an ignition advance and retard. The throttle control is useful during the warming-up period to enable the engine to be set at a fast tickover. During tests, when the engine was running on premium grade fuel, the ignition was set in the full advance position, while on British Pool fuel it was found advantageous to retard it very slightly.

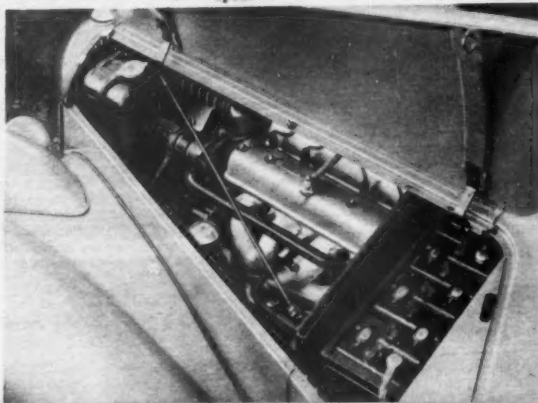
Sound Body Features

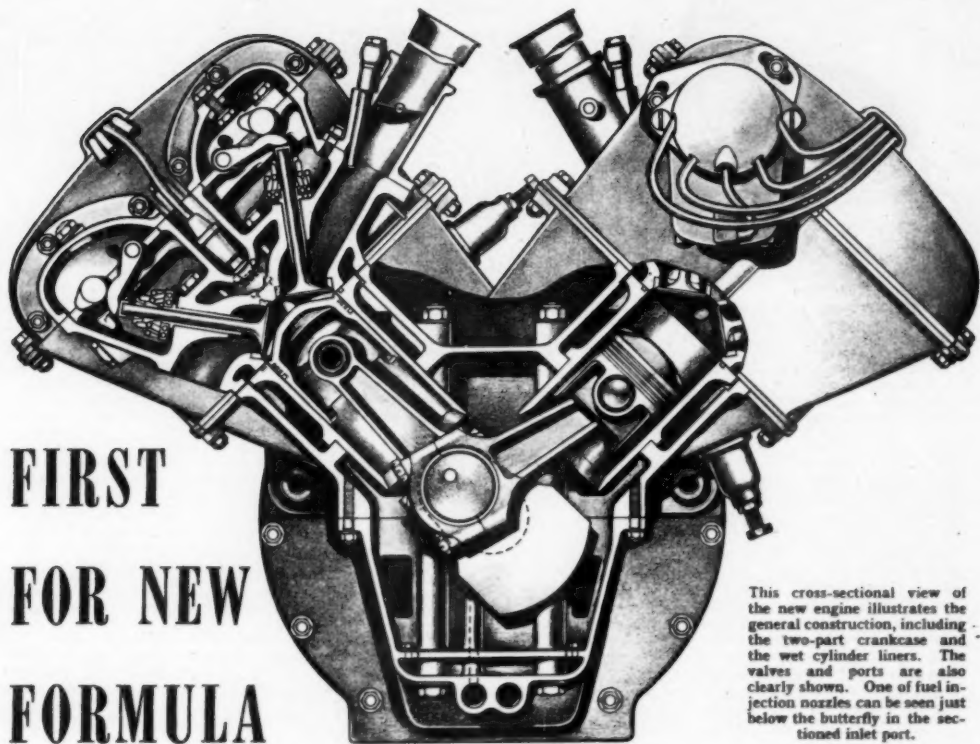
Construction of the Riley body results in a quiet and boom-free car, and coachwork noises, even over stone setts and rough surfaces, are at a very low level. The rear compartment is well appointed and, for a sports saloon, quite roomy. Because of the low build there is a quite deep propeller-shaft tunnel running through the rear compartment, but even so there is ample room for the rear passengers' feet. On the model tested some of the electrical equipment did not seem to be up to the general high standard of the rest of the car; for example, although the head lamps gave a reasonably good beam and spread of light, they were not up to the high-speed potentialities of the car. The windscreen wipers, too, were not able to cope with the mud and slush thrown on to the screen from other vehicles. On the other hand, the horns, operated by a centrally placed button on the steering wheel, are both pleasing and effective.

Some slight hesitation was experienced in cold starting at temperatures around and slightly below freezing point, and it was found necessary to open the throttle slightly while the mixture control and starter switch were operated.

The 2½-litre Riley saloon is a quality car, with sports car performance, coupled with very good road manners. It responds well to being "driven," and is one that conveys its occupants in high-speed comfort.

Oil, water and battery levels can all be checked from the left side of the longitudinally hinged two-piece bonnet. With its two plated valve gear covers the engine is satisfying to look upon.





This cross-sectional view of the new engine illustrates the general construction, including the two-part crankcase and the wet cylinder liners. The valves and ports are also clearly shown. One of fuel injection nozzles can be seen just below the butterfly in the sectioned inlet port.

FIRST FOR NEW FORMULA

FULL DETAILS OF A NEW ALTA V-EIGHT RACING ENGINE

ALTHOUGH the present international formulae governing the design of racing cars do not become obsolete until December 31, 1953, there is already much thought being expended in the design and construction of new power units suitable for the conditions which will subsequently apply. For the five years commencing with January 1, 1954, the capacity of an engine for a formula 1 Grand Prix car must not be greater than 2,500 c.c. for a normally aspirated unit, or 750 c.c. if a supercharger is employed, and already designs are appearing for engines to comply with the first of these provisos.

Ferrari, of course, produced a racing car powered by an unsupercharged 2½-litre engine just over a year ago (although little has been heard of it since then); but as far as this country is concerned the Alta Car and Engineering company is first in the field with an engine designed specifically for the task in question. The prototype of this engine is now under construction, and it is hoped that it will be complete and ready for test in approximately four months' time; meanwhile it is interesting to examine the design in detail.

The decision was taken to start completely from scratch with a free hand and a new design, and a V-eight engine with the

two banks of cylinders at an included angle of 90 degrees was the chosen layout. This has the advantage of keeping the crankshaft and crankcase short and stiff, while the use of eight cylinders with a larger bore than stroke gives both a large piston area and a low piston speed, the former making for maximum power and the latter for reliability. The top half of the crankcase and the cylinder blocks form a single aluminium alloy casting, into which separate wet liners are inserted for each bore. These seat on paper washers at the base, and are held down by the light alloy cylinder heads, with Wills rings to seal the head joints. Ten KE805 studs are used to hold down each head, and these penetrate into the crankcase casting to a depth of 2½ in. In addition, a subsidiary ring of bolts is employed round the outer flange to ensure the efficiency of the water seal. The liners are readily detachable, and with the head and sump removed a liner, piston and connecting rod may all be withdrawn together without difficulty. The aluminium alloy pistons, of Alta design, each carry three compression rings and one for oil control.

The lower half of the crankcase also forms the sump and is cast in one piece with the main bearing caps, in Elektron alloy; this form of construction gives great rigidity to the assembly. The crank-

shaft, a Nitralloy steel forging, is fully machined and balanced both statically and dynamically, and runs in five Vandervell thin wall bearings; a very light steel fly-wheel is flange-mounted to its rear end. The connecting rods are KE805 drop forgings, and the big-end bearings are Vandervell copper-lead. The main bearing bolts number ten in all, and pass right through the two halves of the crankcase from top to bottom.

A double helical timing gear on the nose of the crankshaft drives the twin pressure and scavenge oil pumps in the base chamber (a dry sump system is employed) at half engine speed, and an intermediate shaft (also at half speed) above the crankshaft, with the water pump at its front end and the two double-roller chain sprockets for the camshaft drives in the centre. Twin overhead camshafts are used on each bank, and an adjustable spring-loaded tensioner is fitted on the slack side of each chain. The oiling system supplies the end main bearings at 100 lb per sq in pressure, the feed therefrom to the other main and the big-end bearings being inward through the drilled crankshaft. A low-pressure bleed from the scavenge pump lubricates the camshaft drives and the valve gear as a whole; each camshaft runs in six shell-type bearings.

Two KE965 valves per cylinder run in cast iron guides; they are actuated through Stellite-faced light steel followers and returned by hairpin-type valve springs. The porting has been the subject of much careful experiment, and an interesting innovation is the use of fuel injection into the separate inlet ports; this is done by a system developed (and successfully used in aircraft applications) by the S.U. Carburettor company, the injectors being fed from a special edition of the Alta gear-type fuel pump, driven from the rear of the right-side inlet camshaft. The twin Lucas magnetos are driven from the front of the inlet camshafts, one 14 mm sparking plug per cylinder being used.

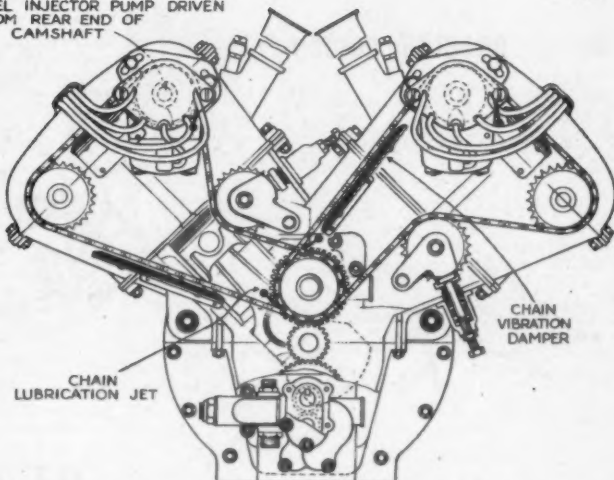
The expected power output of this engine, with a compression ratio of 11 to 1, is in the region of 260 b.h.p. at 7,500 r.p.m., giving a b.m.e.p. of 182 lb per sq in; this last figure is of the same order as that achieved in the latest editions of the well-known 2-litre four-cylinder Alta formula 2 engine.

Old and New

Other interesting comparisons may be made with the existing engine. This has a bore 83.5 mm and a stroke of 90 mm for its four cylinders, and the mean piston speed at its peak r.p.m. of 6,000 is therefore, at 3,540 ft per min, approximately 100 ft per min greater than that of the new engine at 7,500 r.p.m. The weight of the new engine will be little more than 50 lb above that of the previous unit, but the expected power output is over 100 b.h.p. greater—giving, as stated above, roughly the same b.m.e.p. figure. In principle, of course, the design of each bank of the new engine embodies many of the well-tried features of the previous unit, which has achieved an enviable reputation for reliability in the last few seasons.

Especially attention has been paid to the problem of facilitating servicing operations on the new engine, as this is frequently of great importance in a crowded season's

FUEL INJECTOR PUMP DRIVEN FROM REAR END OF CAMSHAFT



The arrangement of the chain drives to the camshafts, and the chain vibration-damping pads and adjustable tensioner sprockets, are here visible, as is the oil pump drive. The two four-cylinder magnetos shown are driven from the forward ends of the inlet camshafts.

racing. It is possible to remove the crankshaft without taking the unit out of the chassis, and to remove the cylinder heads (and, as already mentioned, the liners, pistons and connecting rods) without disturbing either valve or ignition timings or the chain tensioner settings.

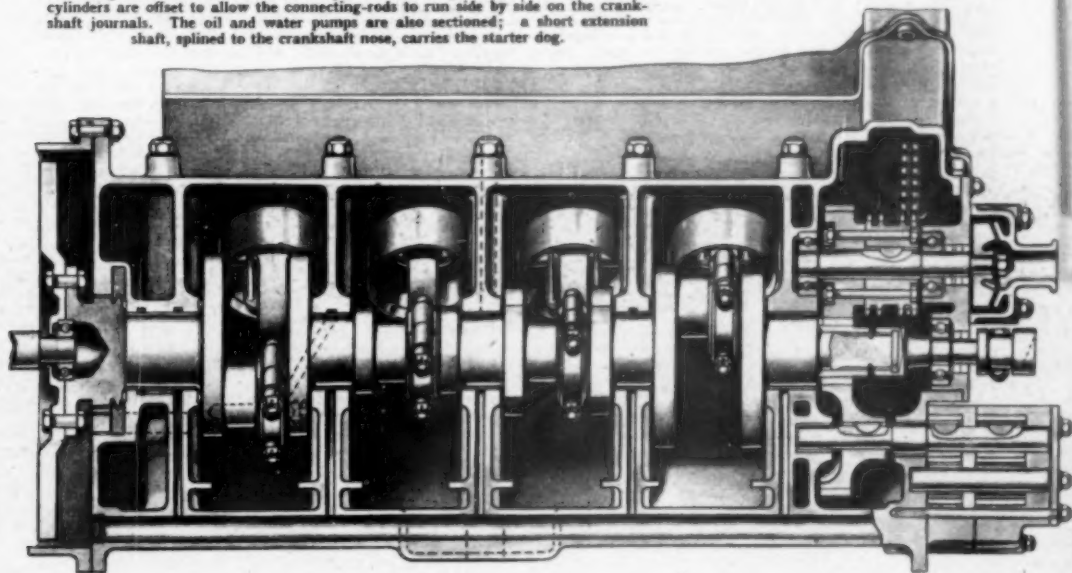
An entirely new Alta chassis is being designed, to be fitted with a 2-litre engine for the 1953 season and to carry the new engine when bench testing is complete; but the engine will also be available to other constructors desirous of designing

and building their own chassis. The whole project reflects great credit on the enterprise and zeal of Geoffrey Taylor, managing director and chief designer of the Alta concern, of Fuller's Way, Kingston By-pass, Surbiton, Surrey.

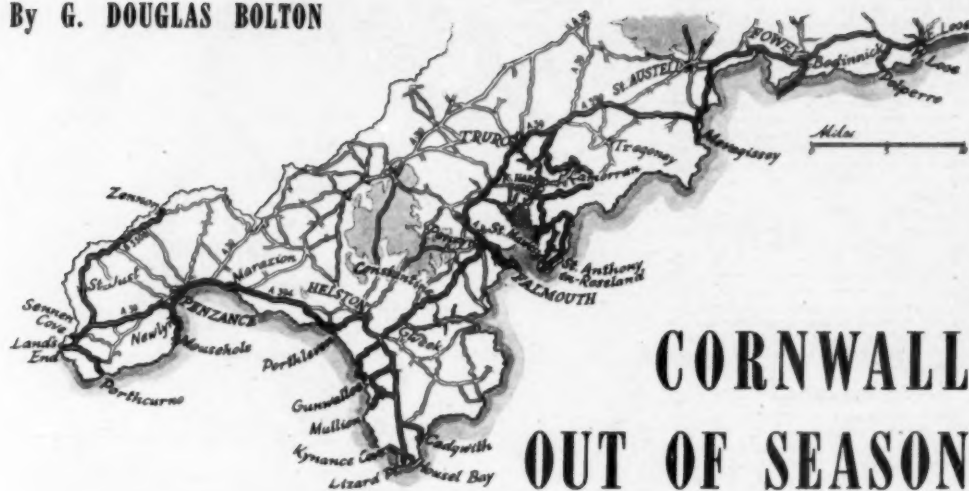
SPECIFICATION

8 cylinders, 90 degree V. Bore 75mm, stroke 70 mm, 2,470 c.c. Compression ratio 11 to 1; estimated b.h.p. 260 at 7,500 r.p.m. Piston speed 3,450 ft.p.m. at 7,500 r.p.m. Total inlet valve area 17.84 sq in. Total bearing areas: main, 53 sq in; big-end, 27.2 sq in. Calculated dry weight, 289lb.

This longitudinal section shows the ample main bearing areas; the two banks of cylinders are offset to allow the connecting-rods to run side by side on the crankshaft journals. The oil and water pumps are also sectioned; a short extension shaft, splined to the crankshaft nose, carries the starter dog.



By G. DOUGLAS BOLTON



CORNWALL OUT OF SEASON

EXPLORING THE BYWAYS, COVES AND CREEKS OF A DELIGHTFUL COUNTY

CORNWALL, like most of the West Country, is best enjoyed out of season. I prefer springtime, when the hotels and cottages are preparing for visitors and the roads are free. Cornish byways can be every bit as narrow as Devonshire lanes, as drivers of large cars will discover. Passing is so often impossible that finesse in reversing becomes essential. Progress can become an enjoyable adventure, however, to those who appreciate the niceties of driving technique.

I came to Looe on a warm, sunny day towards the end of April. There is no dearth of water at Looe: the broad river splits the town in two, and the sea is just around the corner. A seven-arched bridge crosses the river, giving pleasing glimpses of boats, gardens and white houses. I found a steep path that climbs above West Looe and offers a wonderful view of the town and estuary.

Later a good road brought me to Polperro. Rightly anticipating narrow streets, I parked my Austin Sixteen at the top of the village and walked down towards the harbour, calling at one of the numerous cafés for lunch on the way. Polperro is really quaint. It sets out to be so. There is the museum, with its secret passages and smugglers' cupboards, which was originally the home of old Jonathan Crouch, the naturalist. The narrow streets are positively haunted by piskies, ghouls and ghosties, and by strange figureheads above windows. One quaint old shop boasts a notice: "Tis better to come in and look out than to stay outside and look in."

The westbound road brought me to Bodinnick, with its steep main street leading down to the ferry. It was low water, and at such times a sizeable car is a definite liability. It was not so bad getting on, but disembarking on to a steep, narrow jetty that climbs up the side of the high promenade took much bottom gear work. Being unable to get round the acute hairpin bend formed by the jetty and the narrow promenade, I continued straight ahead into Fowey, where in places the houses crowd together so closely that there is tolerable room for only one car at a time.

I pushed on to Mevagissey for the night, another difficult place for a car, but not nearly so bad as Fowey. The Treloen Hotel at Polkirt Hill proved an admirable night stop after the cares of the day. I spent a delightful evening exploring the harbour and talking to the fisherfolk. Mevagissey is

every bit as picturesque as Polperro, but not quite so haunted—by ghosties, piskies or trippers.

On the following morning I drove to Truro via Tregony. A good lunch followed by a visit to the cathedral occupied an interlude of steady rain. I then pressed on to Falmouth, and was made very welcome at the comfortable St. Michael's Hotel.

Next day the temperature was about 20 deg lower, with lashings of hail. So I went for a boat trip along Carrick Roads, the name given to the broad sea passage off Falmouth harbour, an estuary with a dozen or so creeks that radiate like the tentacles of an octopus into the hinterland of Cornwall. We cut across to St. Mawes, seen sparkling between hail showers, and chugged beside the Percuil River into Roseland, a district so difficult of access by car from the west that I decided not to explore it until the next day. Meanwhile I returned to Falmouth, drove to Pendennis Castle at the top of the Point and looked across to St. Anthony Head, barely a mile away.

King Harry Ferry

The usual way to Roseland from Falmouth is via the King Harry ferry (so called because Henry the Eighth once swam his horse across it in bravado), but on this occasion the ferry was out of action, necessitating my return to Truro and a detour three and a half miles eastwards along A39 to the road bridge across the Tresillian River. A narrow lane headed southwards hugging the east bank of the creek. I was soon surrounded by a Cornish fairyland, and even though many of the trees were not yet in leaf it was good to follow this meandering lane by the waterside. At length the lane turned inland and climbed through the woods to St. Michael Penkevil, a hushed little village amid the trees.

My map seemed a bit dubious about there being a road to Ruan Lanihorne via Lamorran, but the route proved quite feasible, although the lane (which never degenerated to a cart-track) was so narrow that I had to keep in third gear for much of the way and reverse at hairpin bends. I met not a soul all the way. Strange serpentine creeks, offshoots of the River Fal, turned up in odd places. I crept through Lamorran at 5 m.p.h., passed the little church near the creek, crossed the River Fal, which looked white and muddy, and

pulled up at Ruan Lanihorne. It was still too early for lunch, so I followed the lanes to the Roseland Inn at Phil-leigh and drove to see the King Harry ferry, which was then still not working.

I continued to St. Just Lane, where I persuaded the post-mistress to boil a couple of eggs for a ravenous Yorkshireman. Thus fortified, I walked down to St. Just-in-Roseland church, which is exquisitely situated alongside a creek. Terraced gardens towered high above the church, and daffodils formed a golden carpet. Only England can produce a scene like this, and when you are abroad and cannot get home this is the type of place you like to think about. To me, Roseland is the fairest district in Cornwall.

I then made the usual creek-encircling detour, reminiscent of happy days rounding Scottish lochs, emerged at Port-scatho, a tiny holiday resort, and headed south until a wooded road brought me to St. Anthony-in-Roseland, a village hidden away from the world and a place of thatched cottages, palm trees, roses and gardens. I drove down to the creek near Place House overlooking St. Mawes. As elsewhere in Roseland the silence was notable. It is this silence that emphasizes the fairy-like atmosphere of the district. Pull up, switch off your engine and listen carefully. For the first time in hours you become conscious of the car clock's ticking. Eventually I followed a bad track to the top of St. Anthony Head, the farthest extremity of Roseland, and from there I looked across to Pendennis Castle at Falmouth, barely a mile away. But I spent the rest of the afternoon and evening driving back!

Farthest South

My next route was to England's southernmost point, the Lizard, and I went by way of Constantine and Gweek. I was unable to resist the lure of Cadgwith, a little hamlet to the east of Ruan Major and approached by a steep descent from Ruan Minor. Cadgwith consists of a few thatched cottages, old and weatherworn, an inn, a few boats on a shingly beach, and a rocky coast—but the peace of the place will linger in your memory.

The coast from Cadgwith to the Lizard bears some strange names: Frying Pan, Dollar Ogo, Parn Voose Cave and Hot Point lead to Bass Point, Pen Oliver, Lions Den and Bumble Rock. The last two fringe Housel Bay, where I pulled up at the most southerly hotel in England and had a good lunch. I looked from my table across to Lizard Point and the broad ocean. After lunch I drove towards the lifeboat station at Polpeor on Lizard Point, the utmost limit



Southernmost tip of the British Isles, the Lizard, with its out-lying rocks, was given a wide berth in the days of sail. It is seen here from Kynance Cove in one of its gentler moods.

of southerly progress by car, and bumped back to Lizard town, subsequently following a toll road across Lizard Downs to the top of Kynance Cove, far-renowned for its superb rock scenery. It is not so much the cliffs that dominate the scene, but the sea—licking over the rocks, creaming over sand, and surging shorewards in huge Atlantic rollers. The coast from the Lizard to Kynance and northwards to

Mousehole's harbour, surrounded by traditional Cornish cottages, is sheltered by the rocky St. Clement's Isle which lies off the entrance. In the summer months the tourist industry flourishes.





The extreme to which the tourist industry has been carried at Polperro can be gathered from this photograph. Both the shops visible offer typical baits to the visitors.

CORNWALL OUT OF SEASON

continued

Mullion is another region abounding in strange names. What can they signify? The Crane, Asparagus Island, The Bellows, Pigeon Ogo, Gue-graze, Pol Cornick, Ogo-dour Cove and Mên-te-heul—surely a survival of the "dead" Cornish language.

Be sure to descend to the beach at Kynance just to sense the sheer majesty of the scene: the great rocks, the restless, uneasy sea and the solitude (if you are lucky).

I next drove to Mullion Cove and found a solidly built little harbour almost encircled by cliffs. Then back to Mullion and down to Poldhu Cove and Poldhu Point where long-range wireless was proved; for it was from here that the radio signals were sent in 1901 to be heard by Marconi in Newfoundland.

Gunwalloe is only half a mile from Poldhu, but to get there by car you have a long detour to make via Cury, Lanarth and Halzaphron Cove. Being interested in romantic Halzaphron, I went by car and found much worth seeing. Best of all was the church at Gunwalloe down on

the beach. The churchyard walls are washed by the sea, and in rough weather the spray covers the church. Yet this ancient building has withstood the sea for 600 years.

I came to Helston of the Furry Dance, where one dances in and out of the houses with some pretty young Cornish maid—or so I am told. I arrived on the wrong date.

St. Michael's Mount

Onwards to Porthleven and Marazion and romantic St. Michael's Mount. You can walk across a long causeway exposed at low water and visit this exciting hill soaring 267ft above the sea. Here was once an ancient monastery but now there is a majestic mansion towering high into the sky. A copper tablet records the fact that Queen Victoria was there before us. This superbly situated castle, so like Mont St. Michel, is partially open to the public thrice weekly (Monday, Wednesday and Friday; the Armoury on Monday only). If you walk across to the castle bear in mind that the causeway is uncovered for only three hours at low water.



Land's End, from which on clear days the Scilly Isles can be seen. Frequently during the winter gales the house on the right is covered in spume.

Penzance is a good centre, but to me it lacks the attraction of adjacent Newlyn and nearby Mousehole. The Morrab Gardens are now seeing for the sub-tropical plants. Newlyn is an artistic, old-world fishing village merging into Penzance, but Mousehole must be given pride of place for sheer beauty. Here you will find men in corduroys, with Vandyke beards and colourful shirts; easels and palettes are much in evidence. I dined sumptuously at the Lobster Pot, which shows that art and good food go hand in hand, and then pottered round the narrow streets taking photographs and secretly wishing I still had the Vandyke beard sported in my Naval days.

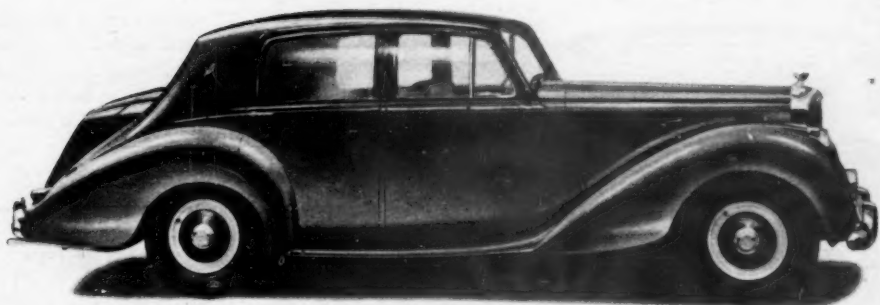
Being determined to leave Land's End to the last I approached it via Porthcurno, perhaps the loveliest of Cornish coves, where I looked down on velvety-smooth sands caressed by the Atlantic surf.

At Land's End visibility was just right. I could see Longships Lighthouse and even the Wolf Rock and the distant Scilly Isles. Golden sunlight flooded the ocean as I watched a steamer rounding the point. The comfortable hotel with its bow window overlooking the sea, the much beloved First and Last House, the fine cliff scenery, the turbulent sea licking hungrily at the rocks, and the invigorating ozone—all these make this a worthy destination for any holiday, but remember, you will enjoy it best out of season!



St. Mawes is just visible across the estuary of the Percuil River from St. Anthony-in-Roseland.

For Town or Country



BENTLEY MOTORS (1952) LTD., 24-25, CONDUIT STREET, LONDON, W.1

*For the sheer joy of driving ...
I'd like to go there in an*

ALVIS



Where is 'there'?

ALMOST ANYWHERE IN FRANCE, but most enticingly in the Pas de Calais, the kilometres stretch long and straight, to the horizon and beyond. And many an Alvis, with—and without—the GB plate, can be seen eating up those same kilometres *ventre à terre*. As 'The Autocar' ROAD TEST of February 15th, 1952, put it . . .

"An experienced and critical driver will not fail to be impressed by the feel of the car; its handling qualities at both high and low speeds are much above the average."



AL 30

"..... never, in any circumstances, to rhapsodize on the scenery through which you were passing."

A CLEAR CONSCIENCE

By CATHERINE STOKES

FOREIGN TOURING MAY BE
ALL RIGHT IN THEORY.

BUT THERE IS NOW A WONDERFUL EXCUSE TO STAY AT HOME!



WHEN the currency allowance dwindled to £25 per Briton about to holiday-make across the Channel, I have to admit that I could feel none of that righteous frustration that others were able to display—nothing, in fact, but a shameful flutter of relief.

Now at last we could take Dyfi—for that is what we call our ageing car—through the green hills of Devon without a trace of guilt at not urging the vehicle instead across some col with a misty drop to right and left.

Without feeling a twinge of inferiority to our friends, who had made for the ports with phrase books allowing them to change an inner tube in five different countries, we could enjoy a holiday in our own land.

I know, of course, that you can tour the Continent on £25 (with £15 added for the car's fuel), but the delightful thing is that you needn't. No one will now smirk at you for refusing to camp half the time, share picnics with beetles and bees, and eat *à la carte* twice a week.

It is not that my family suffers from an insularity complex. Theirs might rather be diagnosed as the opposite complaint. For the fever for travel that races through all our veins remains at such boiling pitch that no country—not even the Utopia of Sir Thomas More—could sustain it.

We went to France after the war determined to wring joy out of every second. So, when Dyfi's left-side door flew off its hinges beyond Chartres, we were shocked and bitterly disappointed to find that a drive with a hole in the car is as uncomfortable in France as in England. The passenger whose left side was frozen nearly rigid by the blast was just as cold as if he had been in Sussex, and just as bad-tempered.

The rest of the crew, though, felt that his was a lack of spirit. After all, Marco Polo had been through much worse things in his quest for China. "*La porte est malade*," we explained to the garage proprietor. "*Mon ami, aussi*," I added. For 12,600 seconds we waited for another *porte* to be fitted; we didn't enjoy one of them.

Ours was the wandering spirit. When the sun went down and the night came, with its silver-paper stars and dangling moon, when we were stiff, cold, tired and hungry, we would in theory pull up at *un petit logis*. A well-built Madame would then welcome us with a smile, her delectable food *dans sa cuisine* and ready for the table. But in reality these inns, that had been so numerous during the day, had a habit of vanishing at nightfall.

At home this scarcity would have been met with a decent

calm; but in Normandy, where we had fostered the jolly prospect of being always slightly over-fed, we combated our hunger and fatigue with an hysterical good cheer. One member of the crew, in fact, made a point of laughing like a drain (as modern idiom has it) each time, at a cross-road, nothing showed through the windscreen but another stretch of uninhabited road.

Ours, also, was the sophisticated Continental palate. Not for us the Englishman who travels Italy only to complain he cannot find there the tea and toast he eats at home. We were not satisfied unless the thing that arrived on our plates we had never seen or heard of before. When, after a long but dignified order had been placed in halting French, boiled ham was served 20 minutes later, we regarded it in dumb disappointment. *Jambon* or no *jambon*, it was but our bacon ration in one piece.

Dignity Emerges

Which brings me to the drawbacks of dignity. I had always regarded it as one of those things you could gratefully leave behind at school, together with lumpy porridge and dormitory prefects. Not so. It emerges with brute force as soon as an Englishman is abroad. Even Dyfi became dignified in France, with a fresh coat of black paint and silvered wheel spokes; and we regretted every scratch and dent, with the thought that it would never have happened at home.

But dignity hampered us most in our navigating and eating. When our map-reader failed, dignity prevented him from asking where food could be found; when a restaurant was attained, dignity would not allow us to deal in our mother tongue with the menu.

It was, perhaps, unfortunate that we landed in France fresh from a teach-yourself course (I have often heard that sailors are discouraged from learning how to swim). Anyway, we considered it a loss of caste to speak to a Frenchman in anything but his own language, even when this entailed an ungainly version of part-mime, something like a native ritual. Once a misunderstanding compelled us almost to ford a river; at another time nearly to eat a dozen raw eggs. But those who flinch at a persistent linguist in France should travel to Austria with a crew that "*sprichts*" Deutsch like a *Deutschländer*. I heard recently of a girl who spent three weeks in the Tyrol. She listened by the hour to conversations carried on through the driver's open window, while she flashed at the talkers brilliant but uncomprehending smiles to show she bore them no ill will.

A CLEAR CONSCIENCE continued

Even the words you use on a motoring holiday can rub like a nutmeg grater. Perhaps those wide spaces of country through which Dyfi rattles at such a pace tend to lessen the space within the car, to force its occupants unwillingly together in a busy whirlpool, while the forests and mountains on either side remain eternally calm.

When we were children we were taken to Spain in an Austin Seven. Our driver was a woman with a cult for the original. She was also immensely fond of the sea. The combination prevented her from referring to anything but by its nautical equivalent. I still think that her shout of "lee-ho" each time we rounded a bend, the windows being called "lights," the steering wheel "the helm," the roof the "deckhead," would have been less terrible in England than it was near Madrid. The knowledge that we could not even drink a glass of water without frightful results, and that Spanish dogs were said to bite worse than British ones, narrowed our sense of humour. One morning, when my sister had been induced to "stow the hold," but had utterly refused to say "aye-aye, Skipper," and raise one hand to her head, mutiny broke out. With three up, the cargo and a baby, there isn't room for mutiny in an Austin Seven; there was on *The Bounty*, but we'll leave that to Captain Bligh.

Another point is the unaccountable effect of disaster. People, when they are on holiday and supposed to be loving every minute of it, react quite differently. One person, for instance, may feel that a split fuel tank is just splitting fun; another quells with a glance as cold as a fridge any tendency to treat the broken spring as a whale of a joke. Some take a natural pride in being able to keep any situation—however terrible—in hand, whether it be a snapped suspension bridge or a leaking pen. This pride usually brings a strange set look on the face, adds timbre to the voice, and causes a general quickening of every movement, even when the difficulty is only to strike a match. Other people are content simply to roll about with laughter.

The truth is, though, that the zest with which we have crossed the Channel has always been pricked as if it were a floating balloon. We have tasted the latent flatness of champagne. From Brittany we returned once full of our

" may feel that a split fuel tank is just splitting fun."



" unfortunate that we landed in France fresh from a teach-yourself course."

incapacity to travel. Almost every book that has been written on the elusive art of liking a fortnight abroad we have read. We drank in their remedies as we had once imbibed the *vin ordinaire* on a grubby pavement in Rouen. We were tremendously relieved to find that other families, other cars, were like our own. For such a quantity of advice could not have been published for us alone. Perhaps no one enjoyed himself abroad. Perhaps the whole world would rather stay at home.

True, some authors were unimaginative. A few books even suggested that if you drove in a well-sprung car, ate well-cooked food, and slept in a well-made bed, all—even in Costa Rica—would be well. These we returned to the library half-read. But the others, the ones that treated the whole thing like a visit to the dentist, with hints on psychology thrown in, we devoured. We scored with red pencils incidents just like our own; and when we were filled with wisdom, we went again to France.

Everything Foreseen

Nothing could go wrong. The slogans found in the books we had compressed into one telling document and glued to Dyfi's windscreen. Headed "Panacea from Paris to Pompeii," it read: "All foreigners are not rogues, but look at the prices before walking inside. Don't drink water in Spain. Ask always for the wine of the district. Don't attempt more than twenty places a day. Never set out to enjoy yourself."

The driver blushed each time his crew infringed any of the "dos" and "don'ts" of the holiday books. One of these "don'ts" was never, in any circumstances, to rhapsodize on the scenery through which you were passing. This, in the eyes of one author, showed the mark of the amateur. You wouldn't do it in your own country, he pointed out, so why do it in somebody else's? If it were not beautiful, you wouldn't be there anyway, so why remark upon it at every bend in the road? This for one member of the crew required such self-repression that she was almost forced to gag herself when Dyfi did the Grande Corniche.

When we were back again, bowling up the Dover road towards home, we sighed with relief. But already plans were being made for a tour of Corsica. . . .

Then the currency allowance fell. We realized that we could now look anyone on the train straight in the eye when he asked us where we were going for our holidays; we could mention casually that Corsica had to be abandoned, that we were booked up in Devon instead. I practised it several times in front of my driving mirror. No one has asked me yet; no one seems to want to know.



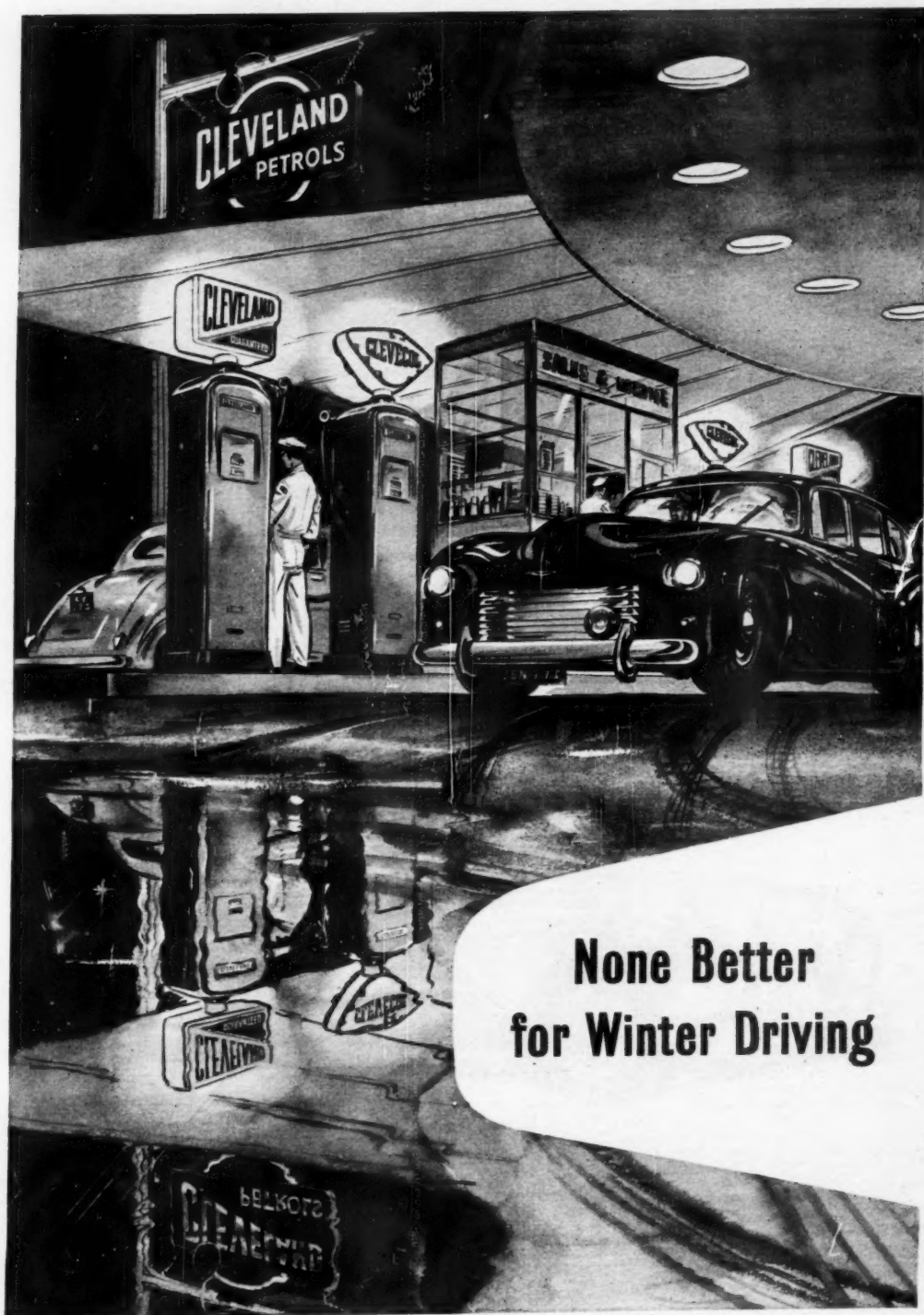
THE AUTOCAR, DECEMBER 26, 1952

GRACE...SPACE...PACE



JAGUAR

The finest car of its class in the world



**None Better
for Winter Driving**

NEW CARS DESCRIBED

Power steering, power brakes and a power-operated four-way front seat adjustment are optional equipment on Lincoln models for 1953. Lincoln is in the forefront of the current American horse-power "race" with an output of 205 h.p. from the V-eight engine. This is the Capri hard-top coupé.



LINCOLNS WITH 205 b.b.p.

MODIFIED ENGINES AND EXTENSIVE AUTOMATIC EQUIPMENT FOR 1953

WORLD-WIDE attention has been focused on the 1953 Lincolns by the remarkable feat of their taking the first four places in the production car division of the Pan-American road race in Mexico, with an average speed of 90.9 m.p.h. by the first car for the whole of the 1,934 miles.

The power output of the o.h.v. V-eight has been raised to 205 b.h.p., making Lincoln the first manufacturer in the world to offer more than 200 h.p. in a standard quantity-production saloon.

The engine, which has a swept volume of 5,204 c.c., now operates on a compression ratio of 8 to 1 instead of the former 7.5 to 1 and has a new four-choke carburettor. At low speeds, only two chokes are in operation, but when additional acceleration is required the two additional chokes are brought into operation automatically. The intake manifold has been redesigned to suit; inlet valves are larger, and a modified kidney-shaped

combustion chamber has been introduced to promote turbulence. The engine's breathing capacity has been increased by the use of a new air cleaner and by an improved exhaust system, said to reduce back pressure by anything up to 50 per cent.

European Feature

Lincolns have a simple ball joint steering and suspension assembly of a type common in Europe but hitherto unknown in America. The combined yoke-piece and king pin is carried directly in ball joints on the ends of the wishbones, replacing the multiple joints of the conventional yoke-piece and steering swivel assembly. For 1953 an hydraulically operated power steering unit is optional, reducing the effort required at the steering wheel rim when parking the car from 32-45 lb to 4-7 lb.

Vacuum servo brakes with a vacuum

reservoir tank are another optional extra on the latest models, reducing the pedal pressure required by 30-40 per cent. A further innovation is an automatically adjustable front seat in which a series of electric motors operated by push buttons at the driver's side permit adjustment both vertically and horizontally. No wonder Lincoln publicity exults: "Lincoln is the most powered automobile in production today!"

Styling changes are slight, the general appearance closely following the new lines introduced early this year, but the lingering doubts which so often seem to assail American manufacturers as to the ability of the public to distinguish their car from its competitors are reflected in the use of block letters for the name Lincoln on the front. All models now have a single-piece curved rear window, and small gold V motifs have been introduced in the styling of the front grill assembly and on the side panels.

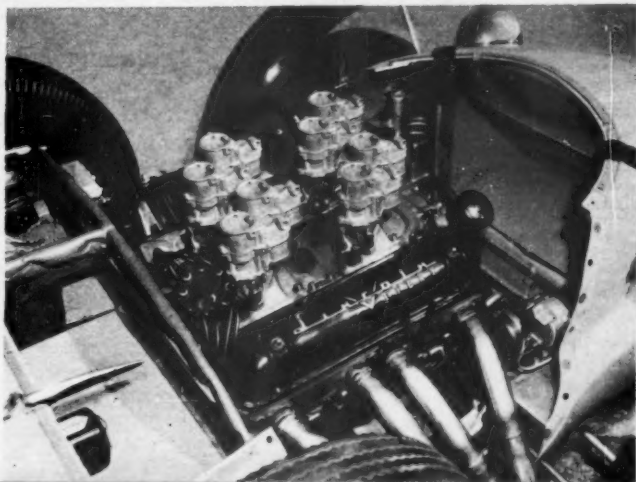
Modified Lincoln Engine in American-owned Allard

EIGHT carburettors (four double-choke) are used on the modified Lincoln V-eight engine used to power the Allard, as seen in the photograph. The modifications are those of Ed. Winfield, of Los Angeles, U.S.A., and include boring out from the standard (1952) 317.5 cu in (5,204 c.c.) to 352 cu in (5,769 c.c.). Pistons are now 4 in in diameter. The camshaft has been re-ground and the hydraulic tappets are eliminated. The unit peaks at 6,200 r.p.m.

The car itself has been modified. The front axle is a Ford truck pattern, divided and hinged, and the transmission is standard Ford with Zephyr gears and a Ford differential with Cyclone assembly permitting 30 different gear ratios. The rear end is de Dion.

The Lockheed brakes have Al-Fin drums, and the car is, as a whole, built to Sports Car Club of America class 1 regulations; it will be entered in Californian sports car races in 1953, where it is sure to be watched with considerable interest.

The compact V-eight unit fits well back in the Allard frame; four long branches feed into an exhaust pipe on either side.





Thatched cottages at Ashbury, near Swindon, in north Berkshire.

CORRESPONDENCE

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SODIUM COOLING

Not Suitable for Cylinder Heads

[64617.]—I read with interest Mr. H. A. Sisson's letter [64575] regarding sodium cooling, and it would appear that he is under some misapprehension regarding the action of sodium in exhaust valves.

The action of cooling is carried out by convection, which is induced by movement of the valve. The agitation of the liquid sodium transfers the heat from the valve head to the stem.

It will be seen from this that this principle could not be used in a cylinder block, which is stationary, as the amount of cooling one would get by pure conduction is very small.

Shenstone, Staffordshire.

W. A. SCOTT.

"INTERIM ASSESSMENT"

Intimate Descriptions are Most Interesting

[64618.]—May I congratulate Michael Brown on his article describing his experiences with the 1½-litre Riley?

Your Road Tests of various cars are excellent in their way but a more intimate description of a model given by an owner is most interesting to other owners and potential buyers.

Could Michael Brown be persuaded to write a similar article about his previous car, the 1½-litre M.G. saloon? As the proud owner of one of these cars I find them very pleasant to drive,

the engine and auxiliaries are extremely accessible and they embody most of the refinements desired by keen motorists. The Jackall system is a joy to use and by placing large blocks of wood underneath the jack feet I can raise the car right up for easy servicing underneath.

There is one item missing, however, which I think should be fitted as standard to all cars. This is a radiator blind and I made one to fit my car quite easily and cheaply. I obtained an old household type of roller blind from a junk shop and this, suitably cut down, was fitted by means of two brackets in front of the radiator block. The blind is controlled by a length of flexible picture wire passed over the header tank and through the bulkhead to finish in a ring which can be hooked in three positions under the scuttle. For short runs I find the blind can be left fully closed and the engine warms up quickly.

Folkestone, Kent.

F. R. COPE.

[A similar article on the 1½-litre M.G. appeared in the August 4, 1950, issue entitled "Green-Mantled."—Ed.]

TOOL USAGE

Push or Pull a Hacksaw?

[64619.]—I was interested in the article on "Correct Tool Usage" in your issue of November 28.

On page 1577 it is stated that a common mistake is the fitting of hacksaw blades with the teeth facing backwards. This is always the way that I put a blade into a saw, as I was taught that it is much better to pull the hacksaw than to push it. Pulling it seems not to cause the blade to buckle and break as in pushing it.

Edinburgh, 9.

GEORGE MACDONALD.

[Pushing the saw is the "right" way, but if users prefer to pull there's no law agin it!—Ed.]

CORRESPONDENCE

continued

TORQUE CONVERTERS

Successful Application in Model Form

[64620].—May I suggest that although the "engineers" are correct when they say that "a simple epicyclic gear cannot provide variable torque conversion," yet could not the "slipping clutch device" contribute some refinement and efficiency to orthodox transmission designs?

When you consider that, after more than 50 years of design development, it is still possible to get into your car and, by a slight mismanagement of the clutch pedal, to produce a back-breaking jerk throughout the transmission, it would seem desirable that some flexibility in the drive was introduced, which would also obviate the need to change gears so often.

A few years ago I produced a so-called "slipping clutch device" in model form, and installed it in the chassis of a model truck about 15in long; the power was in the form of a small electric motor, mains driven through a variable resistance. I provided a suitably low reduction gearing between the "device" and the motor to ensure that the motor revs remained constant whatever the load applied.

This model truck proved to be a most interesting performer; it was difficult to believe that it did not include a torque converter in the drive. It would carry a heavy load up a 1 in 4 gradient and, as the gradient eased, the truck would increase speed until finally it would run at top speed in direct drive. It was possible to hold the truck stationary with the hands (with the motor at moderate revs) and this could be kept up for any length of time without its transmission becoming strained or overheated in any way, nor would the wear be any greater than would occur in an ordinary gear box.

I feel that some similar "device" could be incorporated additionally in the orthodox transmission line of the modern car, with possibly the normal gear box ratios widened to enable a geared-up overdrive to be included in the usual four gears.

I believe that a flexible and foolproof transmission system would result which would be a joy to use.

Bury, Lancashire.

E. FIELD.

HOW MANY HEADS?

An Unusual Officer of the Watch

[64621].—With reference to *The Autocar* of November 28 (page 1574), please ask The Scribe how many heads a naval officer has. Manchester.

PETER STAPLETON.

INEFFICIENCY

The Ignorant Service Manager

[64622].—A great deal has been said concerning the inefficiency of garages, and a lot of it is true. I purchased recently a car from one of London's leading firms of car distributors. Yesterday I called in to have a little matter put right and while I was there I asked the service manager what would be the cost of fitting a radiator blind and thermometer. Believe it or not, he hadn't heard of a radiator blind! Something is wrong here; don't these men read the motoring periodicals or trade papers? The directors of such firms should see to it that such matter is made available to their service managers.

About five years ago I went to one of the largest motor firms in Reading for a thermostat. After a minor earthquake they managed to find what I wanted. Just as I was leaving the storeman asked me what it was for!

Binfield, Berkshire.

D. G. OLIVER.

CENTRAL ISLANDS

Attractive Nursemaids Required at Dulwich

[64623].—In connection with central islands (Disconnected Jottings, November 21) and the stern endeavours made by some authorities to complicate the roads and delay traffic to the maximum, I commend to your attention the arrangement being installed in Dulwich Village at the junction with Court Road.

At its present stage one can see the original road and kerb pattern and reflect on the outlook of the Council engineer (presumably) who designed it (the obstruction).

I use the junction daily during peak traffic hours and have never yet seen any sign of difficulty or liability to accident. The reason for the expense and awkwardness of the installation now going up defeats me and I can only hope that in due course the road space stolen from motorists and the encumbrances planted thereon will be suitably filled with attractive nursemaids to lead the naughty and childish motorists carefully round by the hand.

Best wishes and thanks for an interesting and amusing page.

London S.E.6.

O. DARRIN.

CORNERING

Inner or Outer Circle?

[64624].—I seem to remember that in "Disconnected Jottings" (*The Autocar*, August 8), The Scribe asked whether it would be quicker to take a corner on the inside or the outside.

I suppose you must have had several answers to this problem, but I offer this very simple solution. It is necessary to make some very broad assumptions which are as follows: The limiting value of the speed of the car depends on the radial location; the locus of the car is part of a circle in either case, both circles being concentric.

For the small circle:—

Let ω = angular velocity.

r = radius of circle.

t = time for 1 revolution.

For the large circle:—

Let Ω = angular velocity.

R = radius of circle.

T = time for 1 revolution.

If it is assumed that the radial acceleration is constant, then $\omega^2 r$ = constant = $\kappa = \Omega^2 R$.

$$\text{i.e., } \omega = \sqrt{\frac{\kappa}{r}} \text{ and } \Omega = \sqrt{\frac{\kappa}{R}}$$

$$\therefore \frac{\Omega}{\omega} = \frac{\sqrt{\kappa/R}}{\sqrt{\kappa/r}} = \sqrt{\frac{r}{R}} \quad \dots \dots \dots (1)$$

$$\text{But } \omega = \frac{2\pi}{t} \text{ radii per sec, and } \Omega = \frac{2\pi}{T} \text{ radii per sec.}$$

$$\therefore \frac{\Omega}{\omega} = \frac{2\pi/T}{2\pi/t} = \frac{t}{T} \quad \dots \dots \dots (2)$$

Substitute (2) in (1)

$$\text{i.e., } \frac{\Omega}{\omega} = \sqrt{\frac{r}{R}} = \frac{t}{T}$$

$$\therefore t = T \sqrt{\frac{r}{R}} \text{ or } T = t \sqrt{\frac{R}{r}}$$

Thus it can be seen that the time taken to go round a corner is proportional to the square root of the radius. It is, therefore, quicker to go round on the inside of a bend.

I realize that I have grossly over-simplified the problem. In a race it is probably more important to have as large an entry and exit velocity as possible than to save seconds while actually in the corner. Can anybody be induced to calculate the theoretically correct line for a corner?

D. E. WRIGHT

Nottingham.

[The Scribe comments: "Actually, my question was whether or not there was any advantage in drifting a bend as opposed to maintaining traction, but Mr. Wright's formula is interesting. But is it safe to assume that the maximum usable radial acceleration is the same on the inside as it is on the outside of the bend?"—Ed.]

RUNNING-ON

Cures Wanted for a Chronic Case

[64625].—I am the unfortunate owner of a medium-small car produced in large numbers by one of our leading manufacturers. It has the strange and infuriating habit of refusing to stop when switched off in neutral. After nearly a minute of internal convulsions and bumping around one way and another, reminiscent of the expiring paroxysms of a stranded sea-lion or of a "mechanical horse" of earliest vintage, it finally gives up the unequal struggle with a last defiant explosion through the carburettor, which sends a contemptuous spray of oil out of the air-cleaner over the engine, battery and paintwork. This ritual is gone through whenever I turn the ignition key to the alleged "off" position, and a course of frequent stops as is entailed by a shopping expedition inevitably turns one's mind to violent thoughts that are associated with sledge hammers. The act is an unalloyed source of amusement to all—except myself.

The makers of this phenomenon, their agents, and various consultants, apparently being well acquainted with its vagaries, have declared that, in their experience, it can "usually" be cured thus and thus. I have tried every recommended expediency, as well as some of my own, and enlisted the aid of grade one petrol with no effect except that, with the increased life-giving properties of the latter, the dying spasms are still longer protracted. The advice of the London service depot of the makers—"you can always stall the engine"—I considered a policy of

11

CORRESPONDENCE

continued

crude, unscientific defeat unworthy of a self-respecting motorist, whatever the character of his current vehicle.

However, one suggested last resort I have yet to try. This is the chamfering of the cylinder combustion chambers. Is it seriously to be understood that these engines are turned out with unfinished rough edges which have to be smoothed off before the car is fit for the road? In other words, is the owner (perhaps after working up the waiting list for four years) of a £700-plus car expected to have to dismantle and carry out a modification of its engine which could and should have been done on the factory bench? Apparently so; yet it is to be noted that the big London agents who offered the suggestion only committed themselves to the qualified statement that this "tends to reduce pre-ignition with these cars."

After two years of painful motoring and the memories of 20 years of a happier sort I have sadly come to the conclusion that the only real solution is a quick sale to another unsuspecting mug. But while finding one I should welcome any further ideas from your readers with similar experiences with such cars. In Germany, with the roads swarming with new cars and cheaper ones than ours, mostly Opels and Volkswagens, the defect is unknown.

G. E. HOWARD, Major (Retd.).

B.A.O.R., 40.

"TICKER"

Save the Amps to Turn the Engine

[64626].—In reply to "Disconnected Jottings" [*The Autocar*, December 5], as the proud (and let it be admitted, smug) owner of a two-year-old Javelin, I, too, have a mechanical fuel pump.

The use of many amps to work the starter to turn the engine to work the pump to fill the carburettors became tiresome, so for 8s 9d I bought myself a length of Bowden cable with a hand control at one end. Its origin had something to do with a Minimotor. The control end was fastened to the steering column (out of sight) and the business end, via a bracket on the pump itself, to the hand primer. Now about ten waggles of the control fill the carburettors and save a lot of amps.

Leeds, 6.

D. C. R.

SUPPRESSORS

Is Sparking Plug Voltage Affected?

[64627].—Reluctance on the part of many motorists to fit even the simple resistor in the h.t. lead at the distributor is owing to a possible reduction in efficiency which would affect both performance and petrol consumption.

This fear is of a reduction in voltage at the sparking plugs. Many engines nowadays are designed to run on part throttle economy devices allied with high voltage coils and larger spark plug gaps than the normal. It is somewhat logical that any reduced h.t. voltage is bound to result in an increase in the highest single item in the motorist's annual budget.

If in fact a single resistor which eliminates TV interference does reduce the h.t. voltage, it would be interesting to know the amount of such loss.

A. H. SHEFFIELD.

Birmingham, 24.

"PRODUCT OF ENVIRONMENT"

Air Resistance and Aerodynamic Hot Air

[64628].—I am most surprised that no one has pointed out to John Cooper the error in his article "Product of Environment," [*The Autocar*, November 28]. He states that wind resistance (I suppose he means air resistance) increases as the cube of the speed; this, of course, should be as the square of the speed.

He goes on to talk of streamlining and drag. There is not one car yet that is properly streamlined. Take the Bristol 401, for instance, which is considered well streamlined by the car world. In my opinion, the wind tunnel pictures of it show that there is bad back-end breakaway at any reasonable speed. Also, there is no ducting behind the radiator and around the engine. The drag here must be high and yet no one seems to bother about it.

The Alfa-Romeo "Flying Saucer" is a bit of a dark horse at present, but even that has got two great bumps for the rear wheels, when surely it would have been better to extend the front wings right back as on the Mercedes-Benz. But at least they have streamlined the underside in spite of the turbulence there anyway.

Has anyone ever considered the skin friction from the all-enveloping body, also the increase in frontal area? Frazer Nashes are probably better streamlined than most of these "aerodynamically correct" enveloping bodies.

The modern car is little better aerodynamically than vintage cars, which had no pretence at streamlining and still managed to go fast because they had no great fat lumps of tin over the wheels (modern "styling") or chromium "turbulators" over the front.

A. SLM.

London, S.W.16.

[J. A. Cooper comments: "Momentary mental aberration—square it is, of course. But the force of the argument remains unaltered. Although the truly aerodynamic body remains as yet a theoretical ideal, the existing specimens are well worth while; this has been proved beyond question in comparative tests. Given equal power outputs, for instance, the Mille Miglia model Frazer Nash is capable of a higher maximum speed than the stark Le Mans Replica referred to by our correspondent."—Ed.]

"STOP!"

Lacking in Wheel Nuts and Gratitude

[64629].—The Scribe's remarks about how to stop another car ("Disconnected Jottings," December 12) remind me of an instance that occurred many years ago. My companion and I were overtaken in our aged Austin Seven Chummy by two very large ladies in a bull-nosed Morris Cowley and, after following them for a while, we noticed the right-side rear wheel was not only out of true but also, every now and then, performed an even more irregular wobble than usual.

It was obviously very loose, so we closed up a little and tooted on our not very adequate horn. This was taken as a challenge by the car in front and, judging by the immediate acceleration and irate eye visible in their mirror, the ladies determined "they shall not pass." The antics of the wheel were dreadful to behold and we redoubled our efforts with the result that only by throwing all caution to the winds were we eventually able to pass the Cowley flat out downhill. Bringing them gradually to a halt, I walked back to the now indignant ladies and found two out of three wheel nuts missing and the third almost off.

Upon informing the driver of this she drawled, "If you look in the dickey you will find a wheelbrace and a few spare nuts."

Birmingham, 28.

ALMOST A GENTLEMAN.



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The Sporting Year Reviewed

HIGHLIGHTS OF 1952 IN RACES, RALLIES AND TRIALS

TO look back at the end of any one year and review the events which have taken place during the season is always a fascinating pastime. Always, at the end of a year, there are certain events which have impressed themselves apparently indelibly on the mind; at the time they seem completely unforgettable, and yet it is strange how, after another season or two, they begin to fade from the memory. Therefore, it may be of value to survey the 1952 season in all its various aspects, and to record some of its most memorable incidents.

In this last year, the fortunes of the representatives of this country in international competition have fluctuated considerably. In sports car racing, we were defeated at Le Mans—where Jaguar had scored a notable success in 1951—and in that most difficult of all events for a foreigner to win, the Mille Miglia, while in the recent Mexican road race there was virtually no entry representative of this country. As far as the out-and-out Grand Prix races are concerned, almost all of them have been run under formula 2 regulations; it had been hoped that this tendency would enable British cars to compete on more level terms than with formula 1, but in actual fact this was hardly the case. Although the Cooper-Bristol and the Connaught have put up a brave show, and have not been outclassed to such an extent as our formula 1 representatives in recent years, yet every race of sufficient note to attract the premier Continental teams has been won by them without any doubt whatever. This has been unavoidable and is no reflection on the efforts of the British teams, which have done more than could justly be expected of them in the circumstances; economic conditions and the difficulties of supply and manufacture have forced them to utilize modifications of existing and unsuitable power units, which—although wonders have been done with them—have frankly been inadequate for the task in hand.

Formula 3 Supremacy

In formula 3 alone British cars have remained supreme. With the Cooper and Kieft cars, powered with Norton motor cycle engines, right at the top of their form, there has been no doubt about the outcome of any of the races run in both this country and abroad in which they have been represented. Nor is there any very marked sign of an increase in the potential opposition from abroad for the future; while this is, in a way, gratifying, it should, however, not be forgotten that without keen competition there is the risk of the international element dying out of this class altogether, which, in turn, would remove what little honour exists in victory under the present circumstances; the international element is the very breath of the best forms of motor racing.

In rallies, however, the picture is a very different and much more cheerful one. The most famous of all rallies, the Monte Carlo, resulted this year in a sweeping British success, first and second places going to Allard and Sunbeam-Talbot; this was the first time for twenty-one years that a British car had won this celebrated event. The Tulip Rally, which in the last few years has assumed an ever-increasing degree of prestige, once more went to a British car, in the shape of the Ford Consul driven by Ken Wharton, who scored his third personal victory in this event. The Liège-Rome-Liège, won by a Belgian-entered Jaguar in 1951, this year went to a Porsche (although a French-entered Jaguar took second place); but it was in the Alpine Trial that Britain once more shone to an exceptional degree. Ian Appleyard won his third successive Coupe des Alpes with his Jaguar XK120, and thus became the first driver to qualify for a gold replica of this distinctive trophy, while the similar car driven by the Netherlander M. Gatsonides took second place in the event as a whole, and the team of three Sunbeam-Talbots not only all won Coupes des Alpes and filled the first three places in their class, but also carried off the coveted manufacturer's team prize.

Healthy Enthusiasm

The sport in this country has never been in such a healthy state of enthusiasm in the history of motoring competition. Every weekend has seen its quota of events, and the number of entries has kept to a surprisingly high level, confounding the gloomy prophets. Race meetings and rallies have alike reached a high state of perfection; even the highly specialized form of reliability trial has maintained its place, although entries of late have shown a tendency to fall off. Certainly, there seems no reason for any pessimism whatever as to the future of national motoring sport.

In the field of record-breaking, although there has perhaps been slightly less activity, the achievements of Gardner's M.G. on the Bonneville Salt Flats and the Jaguar coupé at Montlhéry have attracted world-wide attention. Unfortunately, the visit of the streamlined Cooper to Montlhéry recently was unproductive, as the attempt had to be cancelled because of inclement weather; but there is little doubt that as soon as this attempt can be made there will be yet more British records to add to the international list.

So that was 1952; now for 1953! With only a reasonable degree of good fortune, next season for this country should be at least equal to that which has just finished; our own events will be better than ever, and if the efforts of our drivers and mechanics are anything to go by, we should acquit ourselves more than adequately in international competition.

J. A. C.

Results of Principal Races

Place	Car	Driver	Average Speed
March 9: Tour of Sicily (671.1 miles)			
1	Ferrari	Parozzo	58.92 m.p.h.
2	Lancia	Bonetto	
3	Lancia	Amendola	
April 6: G.P. of Valentino, Turin (156.6 miles, 40 laps of 3.91-mile circuit)			
1	Ferrari	Villoresi	74.82 m.p.h.
2	Ferrari	Taruffi	1 lap behind
3	Ferrari	Fischer	2 laps behind
May 4: Mille Miglia, Brescia course (971.869 miles)			
1	Ferrari	Bracco: Rolfo	79.91 m.p.h.
2	Mercedes-Benz	Kling: Klent	74.02 m.p.h.
3	Lancia Aurelia	Fagioli: Bergh	
May 11: Naples G.P., Posillipo circuit (152.3 miles, 3.537-mile circuit)			
1	Ferrari	Farina	64.02 m.p.h.
2	Ferrari	Taruffi	
3	Ferrari	Comotti	5 laps behind

Place	Car	Driver	Average Speed
May 10: B.R.D.C. International Daily Express Trophy, Silverstone circuit (2 heats of 15 laps—43.9 miles each; final 35 laps, 102.5 miles)			
1	H.W.M.	Hackin	85.41 m.p.h.
2	H.W.M.	Rolt	85.21 m.p.h.
3	Maserati	de Graffenried	84.91 m.p.h.
May 18: Swiss G.P. Bremgarten circuit (280.5 miles, 62 laps of 4.534-mile circuit)			
1	Ferrari	Taruffi	92.8 m.p.h.
2	Ferrari	Fischer	
3	Gordini	Behra	
June 1: Albi G.P. (188.84 miles, 34 laps of 5.53-mile circuit)			
1	Ferrari	Rosier	101.96 m.p.h.
2	Ferrari	Landi	
3	Talbot	Cabantous	

THE SPORTING YEAR REVIEWED continued

J. M. Hawthorn's
Cooper-Bristol in
the rain at Bore-
ham.



Place	Car	Driver	Average Speed
June 1 : G.P. des Frontières, Chimay circuit (150 miles, 22 laps of 6.176-mile circuit)			
1	H.W.M.	Frère	90.21 m.p.h.
2	Connaught	Downing	
3	Veritas	Masuy	2 laps behind
June 2 : Monaco G.P., Monaco circuit (195.4 miles, 100 laps of 1.954-mile circuit)			
1	Ferrari	Count Marzotto	58.20 m.p.h.
2	Ferrari	Castellotti	
3	Ferrari	Stagnoli	2 laps behind
June 8 : Monza G.P., Monza circuit (2 heats of 35 laps each, 3.913-mile circuit)			
Aggregate result			
1	Ferrari	Farina	
2	Ferrari	Simon	
3	Ferrari	Fischer	
June 14-15 : Le Mans 24-hour race, Circuit de la Sarthe (8.30-mile circuit)			
General classification on distance covered			
1	Mercedes-Benz	Lang : Riess	2,320.3 miles
2	Mercedes-Benz	Helfrich : Niedermayer	96.67 m.p.h.
3	Nash-Hesley	Johnson : Wisdom	2,311.8 miles
Cup for performance on handicap			
1	Panhard	Hemard : Dussous	1,295 index of performance
2	Mercedes-Benz	Lang : Riess	1,274 index of performance
3	Mercedes-Benz	Helfrich : Niedermayer	1,269 index of performance
Biennial Cup 1951-52 for performance on handicap			
1	Panhard	Hemard : Dussous	1,295 index of performance
2	Nash-Hesley	Johnson : Wisdom	1,170 index of performance
3	Porsche	Veuliet : Mouche	1,170 index of performance
June 22 : G.P. of Europe, Francorchamps circuit (315.9 miles, 36 laps of 8.77-mile circuit)			
1	Ferrari	Ascari	103.13 m.p.h.
2	Ferrari	Farina	
3	Gordini	Manzon	
June 29 : Targa Florio, Madonie circuit (350 miles, 8 laps of 44.7-mile circuit)			
1	Lancia	Bonetto	49.73 m.p.h.
2	Lancia	Valenzano	49.42 m.p.h.
3	Lancia	Anselmi	
July 6 : French G.P., Rouen les Esarts Circuit (See under Grands Prix de France)			
July 13 : Sabres d'Olonne (See under Grands Prix de France)			
July 19 : British G.P. Silverstone circuit (240 miles, 85 laps of 2.927-mile circuit)			
1	Ferrari	Ascari	90.92 m.p.h.
2	Ferrari	Taruffi	
3	Cooper-Bristol	Hawthorn	

Place	Car	Driver	Average Speed
August 2 : West Essex C.C. Boreham race meeting (3-mile lap)			
Formula 1 (47 laps) :			
1	Ferrari	Villoresi	82.83 m.p.h.
2	Ferrari	Landi	
3	Talbot	Etancelin	
Formula 2 (47 laps) :			
1	Cooper-Bristol	Hawthorn	82.21 m.p.h.
2	Cooper-Bristol	Brown	
3	E.R.A.	Moss	
August 3 : German G.P., Nurburgring (255.1 miles, 18 laps of 14.2-mile circuit)			
1	Ferrari	Ascari	82.15 m.p.h.
2	Ferrari	Farina	82.09 m.p.h.
3	Ferrari	Fischer	79.17 m.p.h.
August 17 : G.P. of the Netherlands, Zandvoort circuit (24.8 miles, 90 laps of 2.4-mile circuit)			
1	Ferrari	Ascari	81.14 m.p.h.
2	Ferrari	Farina	
3	Ferrari	Villoresi	
August 23 : Scottish Daily Express National Trophy, Turnberry circuit (20 laps of 1.74-mile circuit)			
1	B.R.M.	Parnell	79.50 m.p.h.
2	Maserati	Gaze	
3	E.R.A.	A. G. Whitehead	
September 7 : Italian G.P., Monza circuit (313.3 miles, 80 laps of 3.915-mile circuit)			
1	Ferrari	Ascari	110.02 m.p.h.
2	Maserati	Gonzalez	
3	Ferrari	Villoresi	
September 19 : Cadours race meeting (2 heats and final : 74.57 miles, 30 laps of 2.486-mile circuit)			
1	Ferrari	Rosier	72.80 m.p.h.
2	Gordini	Schell	
3	Maserati-Piata	de Graffenried	
September 28 : Bari G.P. (84.2 miles, 25 laps)			
1	Ferrari	Landi	77.19 m.p.h.
2	Ferrari	Cole	
3	Ferrari	Castellotti	
September 28 : Avus race meeting (129 miles, 25 laps)			
1	Ferrari	Fischer	115.94 m.p.h.
2	Veritas	Klenk	1 lap behind
3	Veritas	Riess	1 lap behind
October 11 : International race meeting, Charterhall circuit (80 miles, 40 laps of 2-mile circuit)			
1	E.R.A.	Gerard	82.4 m.p.h.
2	B.R.M.	Wharton	
3	Ferrari	Rosier	

The French Grands Prix

Place	Car	Driver	Average speed
April 14 : Pau G.P. (duration 3 hours)			
1	Ferrari	Ascari	169.83 miles
2	Ferrari	Rosier	56.61 m.p.h.
3	Simca	Behra	54.55 m.p.h.
April 27 : Marseilles G.P. (Borely circuit, 1.75-mile lap : 3 hours)			
1	Ferrari	Ascari	223.43 miles
2	Simca	Manzon	213.72 miles
3	Simca	Claes	211.95 miles

Place	Car	Driver	Average speed
May 25 : Paris G.P. (Montlhéry circuit : 3 hours)			
1	Ferrari	Taruffi	95.34 m.p.h.
2	Ferrari	Farina-Simon	
3	Ferrari	Rosier	
June 29 : Rheims G.P. (Rheims circuit : 8.52-mile lap : 3 hours)			
1	Gordini	Behra	316.8 miles
2	Ferrari	Farina	315.6 miles
3	Ferrari	Ascari and Villoresi	1 lap behind.

Place	Car	Driver	Average speed
July 6 : French G.P. (Rouen les Essarts Circuit, 3.17-mile lap : 3 hours)			
1	Ferrari	Ascari	240.4 miles
2	Ferrari	Farina	239.4 miles
3	Ferrari	Taruffi 1 lap behind	
July 13 : Sabes d'Olonne G.P. (3 hours)			
1	Ferrari	Ascari	258.7 miles
2	Ferrari	Farina	256.6 miles
3	Gordini	Behra	242.9 miles

Place	Car	Driver	Average speed
August 10 : Commings G.P. (3 hours)			
1	Ferrari	Ascari	258.7 miles
2	Ferrari	Farina	256.6 miles
3	Gordini	Behra	242.9 miles
August 17 : La Baule G.P. (3 hours)			
1	Ferrari	Ascari	230.7 miles
2	Ferrari	Villoresi	225.7 miles
3	Ferrari	Rosier	222.2 miles

Principal B.A.R.C. Goodwood Meetings

Place	Car	C.G.	Driver	Time	Speed
April 14 : Richmond Trophy (38.8 miles)					
1	Ferrari	4.493	Gonzalez	19m 35.0s	86.23 m.p.h.
2	Cooper	1.971	Hawthorn	20m 1.0s	
3	Talbot	4.485	D. Hamilton	20m 8.3s	
June 2 : Formula Libre (34 miles)					
1	Cooper-Bristol	1.971	Hawthorn	25m 22.2s	85.12 m.p.h.
2	E.R.A.	1.980	F. R. Gerard	25m 24.8s	
3	Alfa Romeo	3.900	Poore	26m 19s	

Place	Car	C.G.	Driver	Time	Speed
August 16 : News of the World 9-hour race					
1	Aston Martin	2.580	Collins and Griffith	283 laps	75.4 m.p.h.
2	Ferrari	2.715	Cole and A. G. Whitehead	281	74.8 m.p.h.
3	Ferrari	2.715	Baird and Salvadori	278	74.09 m.p.h.
September 27 : Daily Graphic Goodwood Trophy, Formula Libre (34 miles)					
1	B.R.M.	1.487	Gonzalez	24m 30.6s	88.13 m.p.h.
2	B.R.M.	1.487	Farnell	24m 38.4s	
3	B.R.M.	1.487	Wharton	24m 48.8s	

Principal Formula 3 Races

Place	Car	Driver	Average Speed
April 14 : Earl of March Trophy, Goodwood (14.4 miles, 4 laps of 2.4-mile circuit)			
1	Kieft-Norton	Moss	78.07 m.p.h.
2	Cooper-Norton	Brown	
3	Cooper-Norton	Coombes	
May 10 : B.R.D.C. Silverstone meeting (43.9 miles, 18 laps of 2.927-mile circuit)			
1	Cooper-Norton	Lewis-Evans	72.40 m.p.h.
2	Cooper-Norton	Brown	
3	Kieft-Norton	Moss	
May 11 : Brussels race, Bois de la Cambre circuit (40.33 miles final, 25 laps 1.6-mile circuit)			
1	Cooper-Norton	Carter	75.83 m.p.h.
2	Cooper-Norton	Brown	
3	Cooper-Norton	Leston	
May 18 : Dragougnan race (35.3 miles, 30 laps of 1.36-mile circuit)			
1	Kieft-Norton	Loans	50.92 m.p.h.
2	D.B.-Panhard	Bayol	
3	Cooper-Norton	Rippon	
May 22 : Luxembourg G.P. (37.6 miles final, 25 laps of 2.339-mile circuit)			
1	Cooper-Norton	Leston	76.61 m.p.h.
2	Cooper-Norton	Carter	
3	J.B.S.-Norton	Collins	
May 24 : Eifelrennen, Nurburgring (79.83 miles, 5 laps of 14.17-mile circuit)			
1	Cooper-Norton	Brandon	72.08 m.p.h.
2	Kieft-Norton	Loans	
3	Cooper-Norton	Leston	
May 31 : Chimay race (34 miles, 8 laps of 6.74-mile circuit)			
1	Cooper-Norton	Lewis-Evans	79.21 m.p.h.
2	Cooper-Norton	Coombes	
3	Cooper-J.A.P.	May	
May 31 : Spa-Francorchamps race (81-mile final, 30 laps of 2.7-mile circuit)			
1	Kieft-Norton	Parker	60.08 m.p.h.
2	Kieft-Norton	Webb	
3	Emeryson-Norton	Emery	
June 2 : 500 International Trophy, Goodwood (34 miles, 15 laps of 2.4-mile circuit)			
1	Cooper-Norton	Gerard	77.98 m.p.h.
2	Cooper-Norton	Wicken	
3	Kieft-Norton	Parker	
June 8 : Orleans race			
1	Cooper-Norton	Leston	
2	Cooper-Norton	Lewis-Evans	
3	Cooper-Norton	Rippon	
June 15 : Picardie G.P., Amiens circuit (46.48-mile final, 25 laps of 1.84-mile circuit)			
1	Cooper-Norton	Carter	66.78 m.p.h.
2	Beils-J.A.P.	Richardson	1 lap behind
3	Kieft-Norton	Loans	1 lap behind
July 13 : Perrantray race (25-mile final, 10 laps of 2.5-mile circuit)			
1	Cooper-Norton	Leston	61.95 m.p.h.
2	Beils-J.A.P.	Beils	
3	M.H.3	Herbster	
July 4 : Rouen race, Rouen les Essarts Circuit (95.1 miles 30 laps of 3.17-mile circuit)			
1	Cooper-Norton	Cooper	67.77 m.p.h.
2	D.B.-Panhard	Bonnes	
3	D.B.-Panhard	Van Hauw	
July 19 : R.A.C. race, Silverstone (43.9 miles, 18 laps of 2.927-mile circuit)			
1	Kieft-Norton	Moss	82.50 m.p.h.
2	Cooper-Norton	Brandon	
3	Cooper-Norton	Wicken	
July 20 : Namur G.P. (37.5 miles, 25 laps of 1.5-mile circuit)			
1	Cooper-J.A.P.	Thomas	47.03 m.p.h.
2	Beils-J.A.P.	Beils	
3	Cooper-J.A.P.	Swales	
July 26 : 500 Championship of Wales, Fairwood circuit (81.3-mile final, 30 laps of 1.71-mile circuit)			
1	Cooper-Norton	Wicken	73.9 m.p.h.
2	Cooper-Norton	Coombes	
3	Kieft-Norton	Parker	
August 2 : Boreham meeting (30 miles, 10 laps of 3-mile circuit)			
1	Cooper-Norton	Brown	83.86 m.p.h.
2	Kieft-Norton	Parker	
3	Cooper-Norton	Moss	
August 4 : Daily Telegraph International Trophy, Brands Hatch (30-mile final, 30 laps of 1-mile circuit)			
1	Kieft-Norton	Parker	67.92 m.p.h.
2	Erskine Starline	Loans	
3	Cooper-Norton	Wicken	

Place	Car	Driver	Average Speed
August 17 : Zandvoort race (44.28 miles, 17 laps of 2.6-mile circuit)			
1	Cooper-Norton	Moss	75.16 m.p.h.
2	Cooper-Norton	Wicken	
3	Leston-Norton	Habin	
August 23 : 100-mile race, Silverstone (43-lap final, 1.68-mile circuit)			
1	Cooper-Norton	Coombes	70.23 m.p.h.
2	Cooper-Norton	Ferrari	
3	Cooper-Norton	Truman	
August 23 : Turnberry race (17.6 miles, 10 laps of 1.76-mile circuit)			
1	Cooper-Norton	Moss	71.03 m.p.h.
2	Kieft-Norton	Loans	
3	Cooper-Norton	McGowan	
September 27 : Goodwood race (13 miles, 5 laps of 2.4-mile circuit)			
1	Cooper-Norton	Moss	79.24 m.p.h.
2	Leston-Norton	Leston	
3	Reich-Norton	Bicknell	
October 4 : Castle Combe race (18.4-mile final, 10 laps of 1.84-mile circuit)			
1	Cooper-Norton	Moss	79.78 m.p.h.
2	Kieft-Norton	Parker	
3	Leston-Norton	Leston	
October 11 : Charterhall race (50 miles, 25 laps of 2-mile circuit)			
1	Cooper-Norton	Brandon	72.9 m.p.h.
2	Cooper-Norton	Moss	
3	Kieft-Norton	Loans	

CHIEF BRITISH HILL-CLIMBS

Place	Car	Driver	Time Seconds
May 18 : Prescott			
1	Alfa Romeo	Poore	45.43
2	Cooper-J.A.P.	Christie	46.49
3	Alfa Romeo	Ebdon	47.04
June 29 : So'ness			
1	Cooper	Wharton	34.50
2	Alfa Romeo	Poore	34.65
3	E.R.A.	Wharton	35.01
July 5 : West-and-bo-Thankful			
1	Cooper	Wharton	54.23
2	E.R.A.	Wharton	56.14
3	Alfa Romeo	Poore	56.21
July 24 : Bouley Bay			
1	Cooper	Wharton	55.4
2	L.G. Spl.	Le Gallais	56.2
3	Alfa Romeo	Poore	56.6
July 27 : Prescott (500 c.c. racing cars)			
1	Cooper-Norton	Leston	45.27
2	Kieft-Norton	Moss	48.24
3	Cooper	Leigh	48.28
August 9 : Craigantlet			
1	Cooper	Wharton	80.2
2	Ferrari	Baird	82.8
3	Allard	Titterton	84.4
August 20 : Shelsley Walsh			
1	Cooper	Wharton	36.97
2	E.R.A.	Wharton	37.27
3	Cooper	Christie	38.08
September 14 : Prescott			
1	Cooper	Wharton	43.70
2	Cooper	Christie	43.84
3	E.R.A.	Wharton	44.47

SPEED TRIALS

Place	Car	Driver	Time Seconds
September 6 : International Brighton Speed Trials			
1	Triangle Flying Saucer	Lloyd-Jones	23.91
2	Cooper-E.R.A.	Walker	24.21
3	Alfa Spl s	Norris	26.50

The Major Rallies



An incident in the Tulip Rally organized by the Netherlands A.C.; large crowds watch a Dutch competitor, W. Oosten, taking his Riley Imp through St. Marie-aux-Mines.

1	Allard	January 22-29: Monte Carlo Rally	...	130 marks lost
2	Sunbeam-Talbot	...	...	134 marks lost
3	Simca Sport	...	...	139 marks lost

March 31 to April 5: R.A.C. Rally of Great Britain

Daily Telegraph Trophy (best performance, open car): Allard (Imhof): Mrs. Barbara Frayling, 163.6 marks lost

Daily Telegraph Trophy (best performance, closed car): Jowett (Bequart): 222.6.

Closed cars, over 2,500 c.c.: Ford (White): 240.4.

1	Ford	April 20-26: Tulip Rally	...	38 bonus marks
2	Jaguar	...	...	36 bonus marks
3	M.G.	...	...	36 bonus marks

Best performance by standard production car: Morgan Plus Four (K. Bancroft).

July 11-17: Alpine Rally
Coupes des Alpes winners: Panhard (Fabre), Renault (Picon), Renault (de Regibus), B.M.W. (Falkenhausen), Lancia (Gatta), Sunbeam-Talbot (Moss), Sunbeam-Talbot (Murray Frame), Sunbeam-Talbot (Hawthorn), Jaguar (Gastonides), Jaguar (Appleyard).

Class winners: Over 3,000 c.c.: Jaguar (Gastonides), 3,000 c.c.: Sunbeam-Talbot (Murray Frame), 2,000 c.c.: B.M.W. (Falkenhausen), 1,500 c.c.: Porsche (Nathan), 750 c.c.: Renault (De Regibus).

Team prize: Sunbeam-Talbot (Murray Frame, Moss, Hawthorn).

1	Porsche	August 13-18: Liège-Rome-Liège Rally	...	909 marks lost
2	Jaguar	...	...	1,342 marks lost
3	Porsche	...	...	2,265 marks lost

1	Panhard	September 9-16: Tour de France	...	...
2	Ferrari	...	...	...
3	Renault	...	...	...

September 19-20: London Rally
Wick Challenge Trophy (best performance): Morgan (Ray: Dixon), 0 marks lost.

Nor'wester Challenge Trophy (best opposite class): Vauxhall (Stark: Ambrose), 0.

Committee Trophy (runner-up, winning class): Jaguar (Appleyard: Wilson), 0.

November 12-15: M.C.C. Daily Express National Motor Rally, Brighton

1	Dellow	...	...	4.76 marks lost
2	Vanguard Spl	...	...	4.80 marks lost
3	Morgan	...	...	4.92 marks lost

Lt. Col. N. P. Burrows' Healey saloon carries out a reversing manoeuvre on Brighton's Madeira Drive, during the M.C.C. Daily Express Rally.



Principal British Reliability Trials

February 3.—Magley and D. L.C.C. Close Hill Trial. Close Trophy: Ford 1.172 (I. D. L. Lewis). Glass winners: Up to 1,450 c.c.; Austin 107 (J. B. Mollingsworth). 1,051 to 1,399 c.c.: Cuff Spl 1.172 (W. C. Cuff). Over 1,399 c.c.: Austin-Javelin 1.496 (R. W. Phillips). 2 first-class awards; 2 second-class awards.

February 10.—Southern M.C. President's Trophy Trial. President's Trophy: W.H.W. Dellow 1.196 s (W. H. Waring). S.M.C. Trophy (runner-up): Paul Spl 1.172 s (R. W. Faulkner). 4 first-class awards.

February 17.—North Midland M.C. Kitching Trophy Trial. Kitching Trophy: Cotton II 1.172 (A. E. Rumfitt). Parker Trophy (runner-up): Austin Javelin 1.496 (R. W. Phillips). Noble Trophy (3rd): Ford 1.172 (G. P. Moberly). Senior Trophy (3rd): Wharfedale 1.190 (A. M. Beardshaw). Ashbury Trophy (3rd): Cotton III 1.172 (R. F. Chappell). Team prize: Hallamshire team: R. W. Phillips, A. M. Beardshaw, Morris 1.172 (J. B. Jenkins). 5 souvenir awards.

March 3.—Liverpool M.C. Jesus Gold Cup Trial. Jesus Gold Cup: Austin 1.028 (J. R. Preston). Wade Challenge Cup (best in open class): Standard 1.772 (J. C. Wallwork). Team award: White Rose team: J. R. Preston, Clegg 1.172 (A. W. Lilley). Bailey 1.442 (K. R. Bailey). 3 first-class awards; 1 second-class award; 1 third-class award.

March 9.—Yorkshire S.C.C. 4-44 Trophy Trial. 4-44 Trophy: Ford 1.172 (G. P. Moberly). Gannet Trophy (runner-up): Harford 1.172 (E. Harrison). Club Trophy (3rd): Harford III 1.172 (T. C. Harrison). 6 first-class awards; 6 second-class awards.

March 22.—Sunbass Colmers Trophy Trial. Colmers Trophy: Cotton II 1.172 (A. E. Rumfitt). Glass winners: Up to 1,399 c.c.: Oliver 1.172 (L. A. Oliver). Up to 1,399 c.c.: 1,399 c.c. s: R. W. Dellow 1.196 s (W. H. Waring). Club Team Trophy: Southern Lights: A. E. Rumfitt, W. H. Waring, Paul Spl 1.196 (R. W. Faulkner). 10 first-class awards.

March 31.—M.G. Car Club (N.W.) Cowshed Cup Trial. Cowshed Cup: Imhof Spl 1.250 (A. G. Imhof). Telford Trophy (runner-up): Austin-Javelin 1.496 (R. W. Phillips). Chairman's Prize (3rd): Harford III 1.172 (T. C. Harrison). Team Prize: The Westriders: T. C. Harrison, Harford 1.172 (E. Harrison). Ford 1.172 (M. Wilde). 6 first-class awards.

April 11-15.—M.G.C. Land's End Trial. 58 first-class awards; 22 second-class awards; 16 third-class awards.

April 20.—Lancashire and Cheshire C.C. Derbyshire Sports Trial. Derbyshire Sports Trial: Ford 1.172 (A. E. Rumfitt). Kula Brewer Trophy (runner-up): Paul Spl 1.192 (R. W. Faulkner). Higher Road Trophy (3rd): Bailey 1.442 (K. R. Bailey). Mowbray Trophy (best L. and C. club member): Clegg 1.172 s (A. W. Lilley). 9 first-class awards.

May 25.—S.A.R.C. Wilson Trophy Trial. Wilson Trophy: Harford 1.172 (E. Harrison). Runner-up: tie between Harford III 1.172 (T. C. Harrison) and C. Harrison. Team prize: T. C. Harrison, Ford 1.172 (M. Wilde). Ford 1.172 (G. P. Moberly).

September 23.—West Hants and Dorset C.C. Knott Challenge Cup and Southern Inter-Club Team Trial. Knott Cup: Cotton III 1.172 (R. F. Chappell). Visitors' Cup: Cotton II 1.190 (A. E. Rumfitt). Ship Cup (best W.M. and D.C.C. member): Paul Spl 1.172 (R. W. Faulkner). Up to 1,399 c.c.: Spence VII 1.172 (E. G. Spence). Supercharged cars: Ford Spl 1.172 s (E. B. Wadsworth). Team prize: Southern Lights: R. W. Faulkner, W. H. Waring, Dellow 1.196 s (W. H. Waring), A. E. Rumfitt. 6 first-class awards; 4 second-class awards.

October 4.—Lancashire A.C. Davis Trophy Trial. Davis Trophy (best performance, experts class): Grayson 1.237 (W. A. Grayson). Over 1,399 c.c.: Up to 1,399 c.c. s: Ford 1.172 (M. Wilde). Best L.A.C. member: Gemini Spl 1.172 (S. Horsfield). Best visitor: Austin Spl 1.172 (A. D. Aldred). Team prize: M. Wilde, Harford II 1.172 (T. C. Harrison). C.C.S. III 1.172 (C. Corbishley). 7 souvenir awards. Best performance, sports class: Dellow 1.172 (W. S. Underwood).

October 13.—Yamton M.C. Allen Trophy Trial. Allen Trophy: C.C.S. III 1.172 (C. Corbishley). Runner-up: Austin 1.200 (G. W. Best). Class winners: Up to 1,399 c.c.: Franklin 1.099 (C. M. Seward). Up to 1,399 c.c. s: 1,391 to 1,399 c.c.: Chandler 1.172 (E. J. Chandler). Over 1,399 c.c. s: 3,000 c.c.: Ford 1.172 (I. D. L. Lewis). Team prize: E. J. Chandler, Spence VII 1.172 (E. G. Spence), C. M. Seward. 2 first-class awards; 2 second-class awards; 2 third-class awards.

October 25.—Harrow C.C. Cottingham Memorial Trophy Trial. Cottingham Trophy: Harford 1.172 (T. C. Harrison). C.L.C. Cup (best performance by member at invited club): Cotton III 1.172 (R. F. Chappell). Committee Cup (Harrow C.C. member): Appleton (J. H. Appleton). Team award: Ford 1.172 (J. Lumley), C.C.S. 1.172 (C. Corbishley), Harford (E. Harrison). 2 first-class awards; 1 second-class award.

November 1-3.—Sheffield and Malmesbury M.C. High Peak Two Day Sporting Trial. High Peak Trophy: Ford 1.190 (R. W. Phillips). Beeston Trophy (runner-up): Cotton III 1.172 (R. F. Chappell). Needham Trophy (3rd): Harford III 1.172 (T. C. Harrison). Team prize: T. C.



Rex Chappell's 1.172 c.c. special, Cotton III, on Railway Hill in the Kentish Border C.C. J. B. Taylor Cup Trial.

Harrison, Ford Spl 1.172 (M. Wilde). Grayson 1.237 (W. A. Grayson). Special award (fewest marks lost on first day): R. F. Chappell. 9 special awards.

November 8.—Cheltenham M.C. Cheltenham Trial. Player Bowl (best performance): Otter 1.172 (E. A. Jauncey). Runner-up: W.H.W. Dellow 1.196 s (W. H. Waring). Team prize: W. H. Waring, Le Tour 1.180 (R. W. Phillips), F.H. III 1.172 (P. Harrison). 6 first-class awards.

November 9.—Glenian M.C. Knowland Trophy Trial. Knowland Trophy: Chandler Spl 1.172 s (E. J. Chandler). Vice-president's Trophy (runner-up): Spence VI 1.172 (A. E. A. Day). Autumn Cup (3rd): Cotton 1.172 (R. F. Chappell). Team prize: Comins M.C. Deedford 1.172 (D. H. Dees), E. J. Chandler, E. A. Day. 3 first-class awards; 5 second-class awards.

November 10.—Plymouth M.C. 300 Challenge Trophy Trial. 300 Challenge Trophy: Cuff Spl (W. C. Cuff). Barton Cup (runner-up): Jacqui Spl (H. Sinclair). Cleave Cup (3rd): Rardon (G. S. Edwards). Pease Cup (best P.M.C. member): B.M.W. (E. Ellis).

November 21.—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.

Roy Fedden Trophy: Chandler Spl 1.172 s (E. J. Chandler). Alexander Duckham Cup (runner-up): Appleton 1.172 (J. H. Appleton). Daphne Trophy Cup to 1,399 c.c.: Franklin 1.099 (C. M. Seward). Basil Barber Memorial Trophy (supercharged car): Price Spl 1.175 s (D. W. Price). Club Cup (best Bristol club member): Ford 1.172 (I. D. L. Lewis). 5 first-class awards; 3 second-class awards.

November 30.—Kentish Border C.C. Sporting Trial. Alexander Bronze: Spence 1.172 (A. E. A. Day). Alexander Trophy Cup to 1,399 c.c.: Newton 105 (G. J. Newman). Committee Cup (1,001 to 2,000 c.c.): 1,689 c.c. s: Lotus 1.172 (M. H. Lawson). Harvey Cup (over 1,400 c.c.): 1,499 c.c. s: Price Spl 1.175 s (D. W. Price). 5 first-class awards; 4 second-class awards.

December 6.—London M.C. Gloucester Trial. Gloucester Challenge Cup: Chandler 1.172 (E. J. Chandler). Thomas Challenge Cup (runner-up): Dellow 1.196 (W. H. Waring). Committee Challenge Cup (3rd): Lotus IV 1.172 (M. H. Lawson). Team prize: Paul 1.172 (R. W. Faulkner), W. H. Waring, Cotton II 1.196 (A. E. Rumfitt). 7 first-class awards; 6 second-class awards.



C. C. Evans, in his 1.991 c.c. Dacey, attacks the section aptly named Splish in the Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.

THE SPORTING YEAR REVIEWED . . . continued



A scene at Montlhéry during the record-breaking Jaguar run, as the car is signalled to come in to refuel. Only bad luck, in the shape of a broken spring, prevented still more of the figures established from being officially recognized as records.

Records

FIGURES ESTABLISHED AND RATIFIED DURING THE YEAR

Record	Speed m.p.h.	Car	Driver	Where and When Taken	Record	Speed m.p.h.	Car	Driver	Where and When Taken
Gas Turbines, Class A (vehicles of a weight greater than 1,000 kg)					25,000 K	73.09	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
1 K (f)	151.9	Rover	C. S. King	Jabbeke motor road, June	30,000 K	72.77	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
1 M (f)	151.2	Rover	C. S. King	Jabbeke motor road, June	35,000 K	72.71	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
1 K (s)	82.4	Rover	C. S. King	Jabbeke motor road, June	40,000 K	72.54	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
1 M (s)	95.7	Rover	C. S. King	Jabbeke motor road, June	45,000 K	72.73	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
INTERNATIONAL CLASS RECORDS					50,000 K	72.87	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
Class C—3,001-5,000 c.c.					10,000 M	73.39	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
1 K (f)	226.9	Mercury	George Hill	Bonneville, Sept.	15,000 M	73.07	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
1 M (f)	229.9	Mercury	Johnson, Moss, Hadley, Fairman	Montlhéry, Aug.	20,000 M	72.99	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
10,000 K	107.31	Jaguar	Johnson, Moss, Hadley, Fairman	Montlhéry, Aug.	25,000 M	72.57	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
15,000 K	101.95*	Jaguar	Johnson, Moss, Hadley, Fairman	Montlhéry, Aug.	30,000 M	72.82	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.
10,000 M	100.65*	Jaguar	Johnson, Moss, Hadley, Fairman	Montlhéry, Aug.	5 days to 18 days, inclusive: at speeds between 73.52 and 73.39 m.p.h. (Gauthier and team), Montlhéry, August-September.				
3 days	105.55*	Jaguar	Johnson, Moss, Hadley, Fairman	Montlhéry, Aug.	Class H—501 to 750 c.c.				
4 days	101.17*	Jaguar	Johnson, Moss, Hadley, Fairman	Montlhéry, Aug.	200 K	112.94	D.B.	R. Bonnet, Ch. Deutsch	Montlhéry, Aug.
Class E—1,501 to 2,000 c.c.					200 M	106.98	D.B.	R. Bonnet, Ch. Deutsch	Montlhéry, Aug.
50 K	143.23	M.G.	A. T. G. Gardner	Bonneville, Aug.	500 K	103.45	Renault	Landon, Vernet, Pairard, Fretet	Montlhéry, Oct.
50 M	147.40	M.G.	A. T. G. Gardner	Bonneville, Aug.	1,000 K	103.24	Renault	Landon and team	Montlhéry, Oct.
100 K	148.72	M.G.	A. T. G. Gardner	Bonneville, Aug.	2,000 K	103.20	Renault	Landon and team	Montlhéry, Oct.
10,000 K	81.18	Ford Spl	Trillaud, Simille, Varet, Ampoulié, Bonnerot, Gergaud, Trillaud and team	Montlhéry, July	500 M	102.79	Renault	Landon and team	Montlhéry, Oct.
Class F—1,101 to 1,500 c.c.					1,000 M	103.27	Renault	Landon and team	Montlhéry, Oct.
5 M (f)	189.5	M.G.	A. T. G. Gardner	Bonneville, Aug.	3 hours	103.44	Renault	Landon and team	Montlhéry, Oct.
10 K (f)	182.8	M.G.	A. T. G. Gardner	Bonneville, Aug.	6 hours	103.23	Renault	Landon and team	Montlhéry, Oct.
50 K	133.20	Borgward	A. Brudes, H. Hartmann	Montlhéry, Oct.	12 hours	103.22	Renault	Landon and team	Montlhéry, Oct.
100 K	133.68	Borgward	A. Brudes, H. Hartmann	Montlhéry, Oct.	Class I—351 to 500 c.c.				
500 K	120.18	Borgward	A. Brudes, H. Hartmann	Montlhéry, Oct.	100 K	101.65	D.B.	R. Bonnet	Montlhéry, Sept.
50 M	133.39	Borgward	A. Brudes, H. Hartmann	Montlhéry, Oct.	200 K	101.59	D.B.	R. Bonnet	Montlhéry, Sept.
200 M	126.46	Borgward	A. Brudes, H. Hartmann	Montlhéry, Oct.	500 K	99.19	D.B.	R. Bonnet	Montlhéry, Sept.
15,000 K	73.38	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.	50 M	101.35	D.B.	R. Bonnet	Montlhéry, Sept.
20,000 K	73.17	Simca Aronde	Gauthier and team	Montlhéry, Aug-Sept.	100 M	101.25	D.B.	R. Bonnet	Montlhéry, Sept.
					200 M	101.47	D.B.	R. Bonnet	Montlhéry, Sept.
					1 hour	101.29	D.B.	R. Bonnet	Montlhéry, Sept.
					3 hours	99.10	D.B.	R. Bonnet	Montlhéry, Sept.

* World's Record.



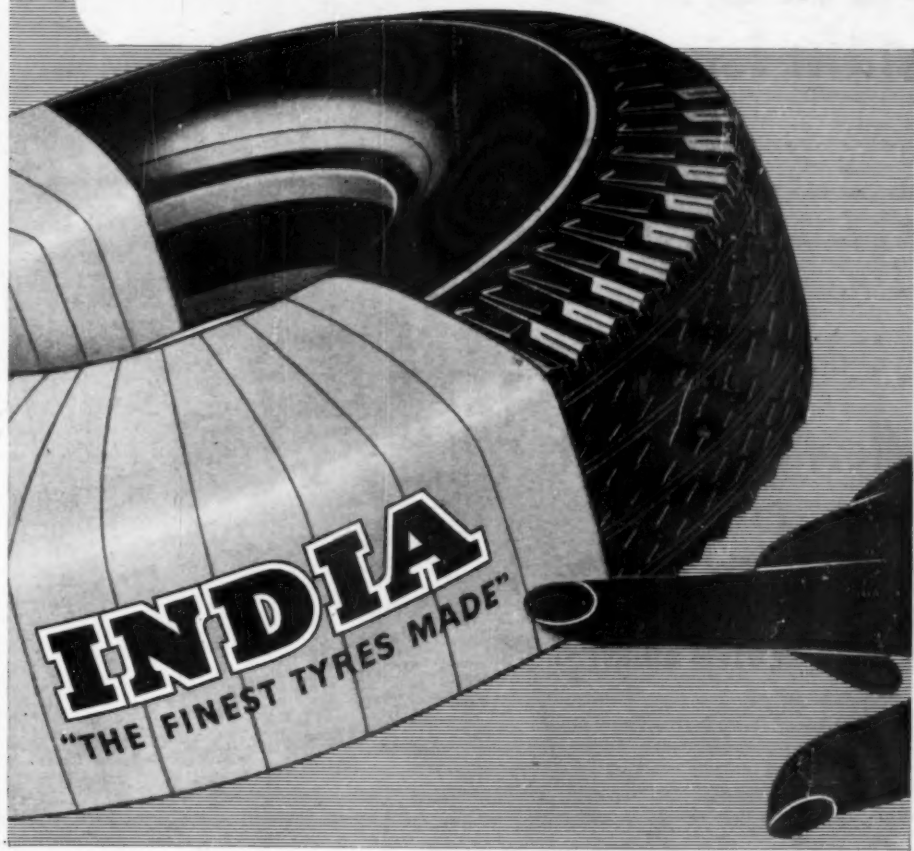
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- 1st R.A.C. Rally of Gt. Britain (Open Class). Allard.
- 1st Rallye du Soleil. Frazer-Nash.
- 1st Richmond Trophy. Thin Wall Ferrari.
- 1st Tulip Rally (Over 3 litre Class). Jaguar.
- 1st Brussels Grand Prix 500 cc Race. Cooper.
- 1st Prix de Berne. Mercedes.
- 1st British Empire Trophy. Lester-M.G.
- 1st Grand Prix Des Frontieres (Formula 3). Cooper.
- 1st Ulster Trophy. Thin Wall Ferrari.
- 1st Le Mans Mercedes (& Index of Performance.) Dyna-Panhard.
- 1st Grand Prix de France. Gordini.
- 1st Jersey International Road Race. Jaguar.
- 1st Leinster 200. Allard.
- 1st Silverstone July 19 (Formula Libre). Thin Wall Ferrari.
- 1st Goodwood 9-hour Race. Over 3 litre class and 1500 cc class—Jaguar and Lester-M.G.
- 1st Woodcote Cup. B.R.M.
- 1st Goodwood Trophy. B.R.M.
- 1st Pan-American Race. Mercedes-Benz.

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THE SPORT

by

J. A. COOPER

Flashback to Monza—Ascari leads from Villorisi in the Italian G.P., both in Ferraris. They will both be in action again soon, in the Argentine G.P. on January 18.

STANDING back for a moment, and taking a look at the overall picture of motor sport as it stands at the end of the year, one perceives certain definite conclusions which can be drawn without further ado. The popularity of the sport, in almost every part of the world, has never been so high as at present. Even in the rarefied field of Grand Prix racing, more manufacturers are actively interested than for many years; this does not mean, however, that there will be any large increase in the number of competing teams in 1953, for many of them are wisely waiting for the new formula to come into force in the following year.

Sports car racing, and to some extent the international rallies, are developing to the state where they are of almost equal importance with the full-scale Grand Prix. This tendency is forcing manufacturers to spend more time and money on development of suitable cars, rather than merely entering their current models; I consider this fact, deplored in some quarters, an excellent thing, as it stimulates the progress of design as a whole. Although some of the features of the sports-racing car may never become part of the production designs, yet many of them *will*, and the sooner the better. Moreover, the very good reason why some of them don't is because they fail under the stress of high speed competition.

The amateur driver is often heard to complain of the increasing interest taken in competition by this or that manufacturer, on the grounds that it leaves him, with his more standard car, less chance of winning a major event. This may be true, but it is a short-sighted viewpoint, nevertheless. The more interested the manufacturers, the more assistance they will give to the

private entrant and the more suitable their cars will become for the purpose. And, if an amateur should bring off a victory in a big race, the more credit and honour he will receive for his victory!

In any case, the immense growth in the number of smaller meetings, of club status, gives the ordinary competitor plenty of scope for his season's pleasure and even more opportunity of a number of victories. Moreover, this should encourage, rather than the reverse, the proper training of drivers, in that while it is virtually impossible (and certainly extremely costly) to enter and drive in the same events as Fangio and Ascari, the amateur driver is less likely than has sometimes been the case in years past to try to run before he can walk, and to start off with a car which is very much in the category of being "too fast for owner."

There is, however, still the grave danger of too many events being organized in too short a time, so that they all suffer to a greater or lesser extent from shortage of entries and spectators and too great a percentage of non-starters. The 1953 national calendar looks like being even more crowded than that of 1952; I would like once more to appeal to more clubs to combine forces in running fewer meetings, as the Eight Clubs Association has done with such signal success. I am afraid that in many cases it is only personal vanity and the fear of being pushed into the background which prevent this idea from becoming the rule rather than the exception.

Anyway, in whatever sphere your own activities will lie during the coming season—driver, mechanic, marshal, scrutineer, timekeeper, clerk of the course or plain spectator—do have a good year, look after yourselves and don't do anything silly. And the very best of luck!

THE R.A.C. has now issued the new regulations concerning the tyres to be used in the 1953 Trials Championship and its qualifying events. It is hoped, in the interests of standardization, that promoters of other events will also decide to adopt these regulations; alternatively, of course, they may decide to continue with the regulations now current, as published by the R.A.C. in July, 1949.

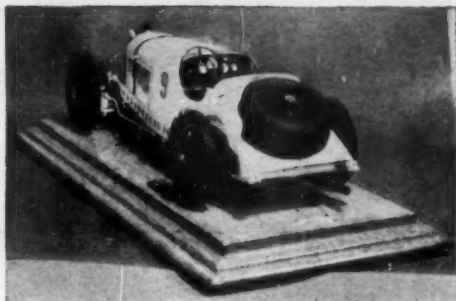
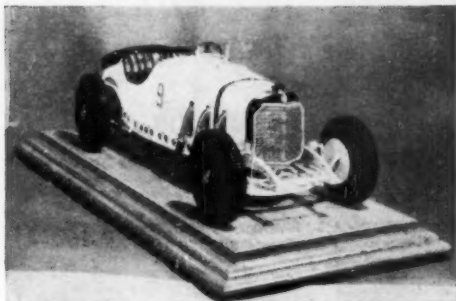
In the new regulations, the tyre sections permissible on specials will be restricted on cars under 2,500 c.c. to 5.00in. and on cars over that capacity to 7.00in. The engine and chassis, and not the body, are the determining factor in whether or not the car is classified as a special; with standard production cars (of which at least fifty chassis have been produced, or for which manufacturing provision has been made to the satisfaction of the R.A.C.) no restriction on tyre size will be made within the range of tyres recommended by the tyre manufacturers for the standard rim and wheel fitted to the car as sold. For the Dellow, to take an example, the R.A.C. has ruled that the maximum permissible tyre section is 5.50in.

All tyres, whether fitted to specials or standard cars, must be on the approved list, and modification of the manufacturer's tread pattern will not be permitted. To date the following tyres have been approved: *Henley Car Tread, Michelin Zigzag and Stop, B.T.R. Gilt-Edged, Dominion de Luxe, Avon HM, John Bull Heavy, Davies Passenger, Firestone de Luxe, Safety Lock, Super Balloon, Pirelli Airflex, Goodyear de Luxe All-Weather, de Luxe Rib, Eagle All-Weather, Super Cushion Rib, Super Cushion All-Weather, Dunlop BS, Cushion, Fort BS, Fort C-type, North British Airglide.*

As far as retreads and remoulds are concerned, any tyre restored by the manufacturers to the tread patterns listed above is obviously eligible. In addition, the following have been approved: *W. T. Matthews, Brentford, Standard or Pyramid, Reflex Tyre and Rubber Co., Maidenhead, Standard.* Other manufacturers are being urged to submit samples for consideration, and it is hoped to issue an additional list in the near future.

THE SPORT

continued



The model (referred to below) of the 38-250 Mercedes-Benz in which Caracciola won the 1931 German Grand Prix.

IN the U.S.A., the 12-hour international Grand Prix of Endurance will be run at Sebring, Florida, on March 8, 1953. This event has received an official A.A.A. permit, and duly appears in the international calendar; it is hoped that a number of entries will be received from this side of the Atlantic. Entries (at single fee) close on January 31, and at double fees on February 15. There will be awards for the first three in the straightforward G.P., according to distance covered; for the first three on handicap, this being based on a coefficient of performance worked out by a formula rather than the lines of that used at Le Mans; and for the first two in each capacity class. The classes used are the standard international ones, and a supercharged car is deemed to have doubled its capacity.

Full details, regulations and entry forms may be obtained from the race secretary, Reginald S. Smith, P.O. Box 502, West Hyattsville Station, Hyattsville, Maryland, U.S.A.

to affect the prospects of both events; but there it is. The Sebring race carries an international permit, the McDill one does not; the latter, however, will no doubt receive a great deal of support from S.C.C.A. members. Incidentally, the S.C.C.A. also will use the standard international capacity classes for 1953, which is a sensible move making for uniformity.

LAST week Wilfrid Andrews, the Chairman of the R.A.C., announced that the 1953 R.A.C. Rally of Great Britain would be known as the Coronation Rally; it is scheduled to take place from March 23 to 28. As already noted in this column, it will form one of the qualifying events for the new international Rally Championship, so there is every hope that the entry list will be more truly international than it has been previously.

THE photographs at the head of this page show the beautiful model (to a scale of one inch to a foot) of the 38-250 SSKL Mercedes-Benz which has just been completed by Harold Pratley, who specializes in such models. This model is one of a series commissioned by the American Cadillac-Allard driver, A. E. Goldschmidt. Some of the others in the series are: a 3.3-litre G.P. Bugatti, the original Le Mans 4½-litre Bentley, "Old Mother Gum," the 1952 Le Mans-winning 300SL Mercedes-Benz and the 1951 ditto XK120C Jaguar. This will be quite a collection!

OWING to the accelerated press schedules necessitated by the Christmas holidays, the report of the R.A.C. Trials Championship is unavoidably held over until the next issue of *The Autocar*.

CLUB NEWS

Shenstone and District C.C.—All the hills in the Chase Trophy Trial (December 14) were in good, if difficult, condition. A timed climb, punctuated halfway by a water-splash, defeated the whole entry. With a surface gradient that becomes increasingly awkward towards the top, this section is a stiff test of trials driving skill, and it is doubtful if it will ever be climbed by many cars. Best here were T. Wood (Dellow) and F. Harrison (F.H.III). The grass-covered sections were very slippery, and another of these steep gradients was conquered only by J. Deeley, in the Cranford, and Ken Rawlings' Vanguard. A deep gully with loose gravel for about 50 yards, from which the route then climbed over the lip of the gully and up a second sandy track, allowed five to reach its summit—W. Wykes (Dellow), J. Jenkins (Morris), J. Deeley (Cranford), B. Gamble (Dellow) and Ken Rawlings. **Provisional results:** Chase Trophy: Cranford (J. Deeley), 9 marks lost. Best in opposite class: H.R.G. (G. A. Lewis), 79. **First-class awards:** F.H.III (F. H. Harrison), 16; Dellow (R. B. Lowe), 21; Dellow (B. J. Bodenham), 22. **Second-class awards:** Dellow (W. Wykes) Dellow (E. J. P. Reynolds), Morris (J. Jenkins).

Maidstone and Mid-Kent M.C.—Although the Brian Lewis and Fred Grant Trophy trial (December 14) was a members-only event, organizers had been busy finding new sections with which to harass the entry. The course started from Maidstone, Kent, and the first section, which stopped everyone but Rex Chappell (Cotton III) and Percy Barden (Cotton IV), prepared entrants for the difficulties to follow. Another hazard making

ONE week before the Sebring race, the S.C.C.A. will hold a Six-Hour Airport Race at McDill Airfield, Tampa, Florida. It seems a great pity that, as happened last year, there should be such a short interval between an S.C.C.A. race and the Sebring affair, for this is bound

COMING SHORTLY

DECEMBER 26.—M.G. C.C. (S.W. Centre), Cecil Kimber Trophy Trial, Mile 3 Roadhouse, near Bristol, Gloucestershire, 12 noon.

JANUARY, 1953

1.—Epping Forest M.A. Film show, St. Mary's Hall, High Road, Loughton, Essex, 7.30 p.m.

2-3.—M.C.C. Exeter Trial, starting Stratford-on-Avon; Launceston; and near London, 10.30 p.m.

3.—Herts County A. and A.C. Party and dance, Kings Arms Hotel, Berkhamsted, 7.30 p.m.

3-4.—Vintage S.C.C. Measham Rally, Sandford Hotel, Church Street, Shropshire, 10.30 p.m.

4.—Cheltenham M.C. Winter Car Trial, Draper's Farm, Mill Lane, Cheltenham, 1.30 p.m.

7.—N. London Enthusiasts C.C. Annual dinner-dance, Hendon Hall Hotel, Hendon, London, N.W.4.

8.—Sutbac. Dinner and dance, Town Hall, Sutton Coldfield, Warwickshire, 7.30 for 8 p.m.

THE Maserati concern is preparing a team of entirely new formula 2 cars for the 1953 season; these will use the engine which made its appearance this year, which is a twin-o.h.c. six-cylinder delivering 175-180 b.h.p. at 7,300 r.p.m. The chassis is new, and the dry weight of the complete car is alleged to be under 11½ cwt.

Another rumour from Italy, this time concerning Alfa Romeo; this famous firm is reputed to have designed and almost built a supercharged 750 c.c. engine car for the new 1954 formula 1. Further details are shrouded in mystery; but I will go on record now as saying that my money is on the unsupercharged 2½ litres as far as that formula is concerned. Any takers?

IT is hardly necessary to say that the Hagley and District L.C.C. annual dance at Dudley Zoo on December 12 went with a swing. There was a bumper attendance in spite of appalling weather conditions, which may have been the reason for the conversation centring largely on the Monte. It was good to see Master of Hounds Ken Rawlings in dancing trim again, as a year ago he was wearing a red light on his leg, which had been damaged in a bad crash.

its début, the second hill, looked very formidable; Rex Chappell attacked it with just a fraction too much urge at the start, failed, and lost four vital marks. After lunch, Boxley Warren I, soaked with the night's rain, refused to let anyone to the top. Lastly, the Little Horror lived up to its name, although here five clear runs were made. **Brian Lewis Trophy:** Cotton IV (P. A. Barden). **Fred Grant Trophy:** Cotton III (R. F. Chappell). **First-class award:** Cotton II (A. E. Rumfit). **Second-class award:** Alpine Spl (S. E. Seely). **Team award:** R. F. Chappell, A. E. Rumfit.

Herts County A. and A.C.—A party and dance, including buffet supper, will be held at the King's Arms Hotel, Berkhamsted, Hertfordshire, from 7.30 p.m. to midnight on January 3, 1953. (Tickets 10s each; D. T. Russell, 18, Queen's Road, Watford, Hertfordshire.)

West Essex C.C.—A tremendous gathering of members and friends attended the annual prizegiving held recently, when the Hon. Mrs. Gerald Lascelles presented the awards. After the presentation to members, the Hon. Gerald Lascelles, president of the club, presented the President's Trophy to the vice-president, T. H. Anderson. This award is the actual steering wheel from the winning Le Mans XK120C, which has been beautifully mounted on a stand; it will be competed for annually, for the best aggregate performance throughout the year by a driver of a sports car.

Cheltenham M.C.—The Winter Car Trial on January 4 is a closed event with a 30-mile sporting course, which includes observed hills and tie-deciding tests. It will be a difficult day out for hardy trials specialists. Start is from Draper's Farm, Mill Lane, Cheltenham, Gloucestershire, 1.30 p.m. (Entries close December 31; W. Dembowski, Hayden Court, near Cheltenham.)

Windsor C.C.—Competitors in the treasure hunt on December 14 had to deal with a variety of well-hidden and sometimes improbable clues. No one was able to solve all of them. Winner was T. H. Hesketh, driving a 12-50 Alvis, with 60 points out of a possible 65; J. Taylor (Talbot 105) and P. R. Everett (B.M.W.) tied for second place. This was the final event counting towards the Alexander Duckham Memorial Trophy, which is awarded to the member making the best aggregate in the season's club events, won this year by T. H. Hesketh.

Plymouth M.C.—Starting from the Elford-leigh Hotel, Plympton, Devon, at midnight (December 13-14) and finishing with bacon and eggs at 5 a.m., competitors covered nearly 100 miles of snow and ice in the Mancunian Trophy Rally. There were ten timed check points, two special tests and two observed hills. Undoubtedly crews were given a tough run for their breakfast, but perhaps even more valiant were the marshals who manned the controls with little more than their enthusiasm and hurricane lamps to keep out the cold. **Results:** 1. Vauxhall Wyvern (Mrs. M. Russell); 2. M.G. TC (A. L. Chard); 3. Sunbeam (W. McNaughton).

Allard O.C.—The annual dinner and dance will be held on January 14, 1953, at Frascatti's Restaurant, Oxford Street, London, W.1, at 7.30 p.m. Tickets are £1 15s each; J. H. Appleton, 24-28, Clapham High Street, London, S.W.4.

Middlesex County A.C.—It was unfortunate that London was fogbound on December 6, the evening of the club's dinner and dance at the Café Royal, Piccadilly, London, W.1. President Lord Brabazon was unable to reach the venue, but over 150 members and friends managed to find their way through the pea soup, and to enjoy a pleasant evening together.

West Hants and Dorset C.C.—The course of the Christmas Cup Trial, run on December 14 in the Ringwood-Fordingbridge area, had been planned for its suitability for all types of car. At the start, therefore, there was a happy variety, ranging from Ford Specials to a Consul, several Hillmans and Sunbeam-Talbots, to say nothing of a Vintage 1925 Renault tourer.

Map reading and an average speed test occupied the morning. There was a fairly generous time allowance, but even so a few unfortunates at variance with their maps or watches—or both!—had to hurry. The observed hills during the afternoon were of a reasonably kindly disposition, but the braking and acceleration test, run downhill on a right-hand curve with a huge oak tree on the outside, required some skilful negotiation. One competitor spun his car and left the road backwards. The hills reaped their crop of failures, though some excellent climbs were made by everyday cars and by the Vintage contingent.

Results: Christmas Cup: M.G. (W. A. Walters). Coronet Cup (best performance in sports class): Hillman Minx (R. J. Jones). **First-class awards:** Ford Eight (A. M. R. Mallock), Sunbeam-Talbot (E. B. Seabrooke), Triumph (J. Hamilton-Stuart), Ford Night (J. Macklin). **Second-class awards:** M.G. (H. G. Robertson), Singer (Miss M. J. Moore), Hillman (R. W. Edwards), Invicta (D. S. Culvin).

Tanworth M.C.—Several hills in the Kellar Cup Trial (December 14) were unclimbable, owing to the damp and greasy consistency of the surface. Robins Upright was a severe challenge; brilliant attempts upon it were made by I. D. L. Lewis in his Ford, A. W. Morris (M.G.), J. T. Spare (Whiteford) and E. A. Jauncey (Marden)—but all in vain, for no one reached the top. The Kellar Cup for the best performance was won by I. D. L. Lewis; runner-up: A. W. Morris; tie for 3rd place: Ford (E. W. Pike), J. T. Spare.

Scottish Sporting C.C.—Friday's annual dinner and dance (December 12) was a very bright party. Chairman John Stenhouse ensured that speeches had brevity and banter, while Mrs. Peggy Stenhouse charmingly presented the awards. Quite the finest collection of silverware was amassed by John Melvin, whose Frazer-Nash has sped happily through the season. Some drivers wore full Highland dress, which added even more colour to a colourful evening.

M.G. Car Club (Irish Centre).—Cecil Vard, at the wheel of his C.E.R. Ford Special, beat K. P. Murray (M.M.II) by four marks to win the Winter Trial (December 10), run over two laps of a County Dublin course. Of the 47 starters who battled through adverse weather conditions that toughened considerably the already competitive course, only three failed to finish. Vard's win narrows the gap between Murray and himself in the current Hewison competition; the M.G. event was the eighth in the series of trials included in this competition. At present Murray leads with 48 points, with Vard second with 14½ points fewer. Results of the trial are as follows: **Young-Valentine Cup:** C.E.R. (C. Vard). **Sunbury Cup (best standard M.G.):** C. K. O'Flynn. **Flynn Cup (best novice):** Dellow (R. A. Laird). **Specials class:** M.M.II (K. P. Murray), Lancia (H. C. Johnson), Millpool (J. C. Millard). **Standard class:** M.G. (A. L. Young), M.G. (N. O'Donel Browne), M.G. (N. E. Gleeson). **Saloon class:** M.G. (M. C. Hogan), Volkswagen (M. P. O'Flaherty), Morris Minor (J. Hanna).

M.G. C.C. (S.W. Centre).—R. White-Smith, who has been the S.W. Centre's secretary for many years, has had to resign from this position. Assistant secretary Dr. M. D. King, of the Fosse Way, Stow-on-the-Wold, Gloucestershire, was elected new secretary at the annual general meeting on December 6. A supper and dance followed at the Ship Hotel, Alveston.

N. London Enthusiasts' C.C.—The annual dinner and dance will take place on January 7, at the Hendon Hall Hotel, Hendon, London, N.W.4.

B.M.W. Club.—At the inaugural meeting and formation of the club in November, R. J. T. Hewitt, 5, St. Leonard's Court, East Sheen, London, S.W.14, was elected honorary secretary. A set of rules was drawn up, incorporating the worthy aims of furthering the interest in B.M.W. and associated cars, circulating a register of owners to help mutual contact between them, and pooling technical data, spares and useful handbooks. The club will also hold social meetings and competitive events. It is open to past or present owners of B.M.W., Frazer-Nash, B.M.W., Bristol Types 400, 401, 402, Frazer-Nash (post-war), A.F.M., Veritas and Meteor.

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1948 JOWETT Javelin saloon	£775
1948 MORRIS Oxford saloon	£750
1948 ROVER 75 P 4	£595
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IN BRIEF



One of the season's distinctive window displays is this one by Newnham's, Ltd., 235-239, Hammersmith Road, London, W.6. The Austin Junior cars are made by disabled miners in a factory in South Wales.

Mr. B. R. Fraser, B.Sc., has been appointed assistant refinery manager of the Vacuum Oil refinery, now nearing completion at Coryton, Essex.

A service week at which Marfak and Havoline lubrication will be featured will be held by Reliance Motors, Bargoed, Glamorgan, starting on January 1.

Champion sparking plugs were used in the Humber Super Snipe which was recently driven from Norway to Portugal in 90 hours by a team headed by Stirling Moss.

The Regent Players (Regent Oil Co., Ltd.) will present *The Chiltern Hundreds*, a three-act comedy, at the Fortune Theatre, Drury Lane, London, on January 26 and 27 at 7.30 p.m. Tickets, which vary in price from 1s 6d to 12s 6d, are obtainable from Mr. N. J. Chittock, 117, Park Street, London, W.1. All seats are bookable.

The Wayne V. Myers Co., Ltd., manufacturers of Redex, are giving a dinner at the Café Royal, London, on Tuesday, January 14, for the Chiswick-trained engineers from Redex stations in the greater London area. It is hoped that similar functions will be held in other areas of the country at a later date.

N.A.E.S., Ltd., of Knoll Street, Higher Broughton, Manchester, and of 20, Fleming Square, Blackburn, have been appointed distributors of the Delaney Gallay range of car heaters for the counties of Lancashire and Cheshire. Similarly, A. T. Gittins and Son, Ltd., of 114-116, Irving Street, Birmingham, 15, are distributors for the counties of Warwickshire, Worcestershire, Staffordshire, Shropshire, Herefordshire and north Gloucestershire.

A new Castrol film with the title *R.A.C. International Rally, 1952*, received its first performance on December 15 at the Royal Automobile Club in London. The purpose of the film, which runs for 35 minutes, is to convey an impression of what a rally of this kind means both in preparation and in execution. A special feature is made of the many tests undertaken en route by the competitors. The

film will be available for loan to motor clubs and similar organizations from January 1.

Frank Cheverton, Ltd., 4, Lower St. James's Street, Newport, Isle of Wight, have completed 100 years in business serving all kinds of road transport users. Their activities now include electrical and precision engineering and power farming as well as sales and service for cars and commercial vehicles.

The staff of Standard and Triumph Sales, Ltd., of 37, Davies Street, London, W.1, and the junction of Boundary Road and Abbey Road, London, N.W.8, held their annual dinner-dance on December 11. It was attended by 130 people. Colonel Ronald Maude, O.B.E., T.D., took the chair and a reply to his greetings to the staff was made by Mr. H. Taverner.

At the annual general meeting of the Birmingham centre of the Motor and Cycle Trades Benevolent Fund, Mr. F. A. Kimberley (managing director, James Cycle Co.) was elected chairman to succeed Mr. Gilbert Smith (managing director, Norton Motors, Ltd.) who becomes vice-chairman. Mr. L. W. Lambley (B.S.A. Cycles, Ltd.) was re-elected honorary treasurer and secretary for the eighteenth year.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16511. Series II Morris Minor.
"C.O.T."—General experiences and a handbook for o.h.v. model.

No. 16512. 1939 25 h.p. Wolseley.
"E.A.B."—All possible information and a handbook.

No. 16513. 1950 Austin A 40 Somerset.
"D.W.B."—Hints on tuning and increasing power.

No. 16514. 1936 M.G. Magnette.
"R.W."—Maintenance details and a handbook for NA-type model.

No. 16515. Handbooks Required.
"E.F.L."—1939 1½-litre Jaguar.
"K.D.G."—1936 2½-litre Jaguar workshop manual.

"E.G.W."—Model J Vauxhall Fourteen service manual.

"E.G."—1935 Standard Little Nine.
"A.L.W."—1937 17 h.p. Daimler Sports.

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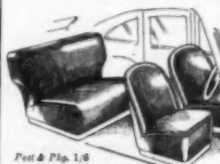


Fig. 1 & 2
outside van delivery area

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1946 FORD Anglia saloon, black	£335
1946 FORD Prefect saloon, black	£450
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1950 MORRIS Minor coupe, blue	£415
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ROWLAND SMITH
REPAIRS LIMITED

HAMPSTEAD HIGH STREET

LONDON, N.W.3.

(Hampstead Tube)

HAMPSTEAD 6841 (10 lines)

Most reliable **USED** cars
come from...
TANKARD & SMITH
LIMITED
LONDON'S CAR SPECIALISTS

Write or 'phone for complete price-list of used cars.

1951 HILLMAN Minx d/h coupe	£675
1951 MORRIS Oxford saloon	£650
1951 ALLARD saloon	£675
1950 WOLSELEY 450 saloon	£625
1950 AUSTIN A.40 saloon	£525
1949 MORRIS Minor saloon	£475
1949 MORRIS Oxford saloon	£575
1948 STANDARD 14 saloon	£495
1947 FORD Prefect saloon	£395
1947 STANDARD 8 saloon	£325
1947 STANDARD 8 d/h coupe	£375
1947 STANDARD 12 saloon	£400
1946 SUNBEAM-TALBOT saloon	£500
1939 STANDARD 8 saloon	£250
1939 HILLMAN Minx saloon	£225

Written guarantee with every car.
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INSPECTION
INVITED



36 YEARS
OF SALES
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Also at TOTTENHAM & PECKHAM

FREE VALUATION

The Car Mart Ltd would appreciate the opportunity of purchasing all good used cars.

THEY INVITE YOU TO
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THEIR FREE VALUATION
SERVICE BY COMPLETING
THIS FORM.

I am considering disposing of my:—

H.P. Make _____ Body Type _____
Mileage _____ Number of Owners _____
Date of first registration _____
Name _____
Address _____
Phone _____

THIS DOES NOT PLACE ME UNDER ANY OBLIGATION TO SELL. A/R

CARS FOR SALE

High grade used cars with guarantee

1952 AUSTIN A.125 Sheerline saloon, radio, heater, 200 miles.....	£1,595	1950 MORRIS Minor 2-door saloon, 11,000 miles	£525
1952 AUSTIN A.90 saloon, heater, 100 miles	£1,050	1951 ROLLS-ROYCE Park Ward 4- door saloon, passed manufacturers, black with beige leather uphol., 7,000 miles	£4,950
1952 AUSTIN A.40 Somerset saloon, radio, heater, 2,000 miles.....	£730	1938 ROLLS-ROYCE 25/30 h.p. 7- seater Limousine by Park Ward, black with beige leather to front and beige cloth to rear	£1,295
1951 AUSTIN A.40 Devon saloon, radio, heater, 13,000 miles.....	£595	1951 SINGER 4AB Roadster, 13,000 miles	£550
1952 AUSTIN A.70 Countryman, 300 miles	£1,095	1952 TRIUMPH Mayflower saloon, radio, heater, 7,000 miles.....	£675
1951 HILLMAN Drophead Phase V Coupe, 6,000 miles	£495	1949 TRIUMPH "2000" Roadster	£595
1950 JAGUAR Mark V 3½-litre saloon, heater	£995		
1951 M.G. T.D. 2-seater, 3,000 miles	£675		
1951 MORRIS Minor 2-door saloon, heater, 10,000 miles	£550		

The Car Mart Ltd

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297, Euston Road, London, N.W.1
EUSTON 1212

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GRAND 3434

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STREATHAM 7751

The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

XXX Cash immediately for good A.C.—H. F. Edwards, 200, Gt. Portland St., W.1. Laneham 0012. [W2005]

R REQUIRED immediately, good A.C. pre- and post-war—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 119. [W2000]

L. F. WARD, Ltd.

1951 Alfa-Romeo 1900, 6,000 miles, fitted radio, heater, perfect example.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C0043]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo specialists. 27a, Pembridge Villas, W.11. [W1015]

ROWLAND SMITH'S, the Alfa-Romeo buyers—Hampstead High St. (Hampstead Tube), Ham. 6041 [0913/ii]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars—Brooklands Track, Weybridge, Surrey. Hyet 520. [0124/R]

ALLARD

PARADE MOTORS (MITCHAM), Ltd.

1948 red 2-seater, in beautiful condition, mechanically perfect, £365.

PARADE MOTORS (MITCHAM), Ltd. 66-67, Monarch Parade, Mitcham, Tel. Mtt. 3592. [C0036]

DAVENHAM MOTORS, Ltd., offer the following car—

ALLARD J2, new, unregistered; £1,095.

56 Park Lane, W.1. Regent 4666; 374, Ealing Rd., Alport, Middx. Perivale 3586; and 8 and 11, Rangley Rd., Catford, S.E.6. Hither Green 4621. [C1066]

R ING or write for latest list of rapidly changing stock—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C0045]

£375 (11 August, 1947) Allard sports roadster, in blue, complete, almost unmarked, engine, steering, brakes and suspension all overhauled last month and in first-class order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m., write for catalogue; open all day Saturday, 27th December. [C1035]

Alford Cars Wanted

BARTLETT, the Alford buyers, 27a, Pembridge Villas, W.11. [W1015]

1949 30 drop head or saloon—Hambins, 2, Abber St., Kirkstall Rd., Leeds, 3. [1943]

ROWLAND SMITH'S, the Alford buyers—Hampstead High St. (Hampstead Tube), Ham. 6041 [0969/R]

RICHARDS & CARR, the best Alford buyers—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

ALVIS

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1938 '39 model, Alvis 12/70 saloon, amazingly clean throughout and mechanically far above the average, a model in short supply, much sought after by enthusiasts, 3000.

HIRE-PURCHASE terms on the spot with no reference to formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. [C0047]

R Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C0047]

SALES & WANTS

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MOTORISTS!
ACCOMMODATION—HOTELS.
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 67

ALVIS

ALTON GARAGE of Paddington

CORDIALLY wish all readers a Merry Christmas and a Prosperous New Year: the new tax rating will benefit all would-be Alvis owners and we have a fine selection of pre-war models from as little as £295. We can also offer help with spares, repairs, insurance and latest type H.V.—17-19, Brook Mews North, Paddington, W.2. Pnd. 4710. [C1007]

BROOKLANDS: Alvis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater.

1951 Alvis 3-litre coupe, radio.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp saloon, small mileage.

1950 Alvis 14hp sports 2-seater, extras.

1948 Alvis 14hp saloon, radio, heater.

1948 Alvis 14hp Tickford coupe, radio.

A LVIS cars examined and approved by makers.

B UY or sell your car.

103 New Bond St., W.1. Mayfair 8551-6. [C1029]

1949 Alvis T.A. 14 sports saloon, grey with grey leather, excellent condition throughout. £225. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Run. 2241. [C0053]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C1001/R]

1937 model Alvis Speed 25 tourer, finished in black, fitted heater and new hood, this car has an excellent history. £375. [C0043]

BREW BROTHERS, Ltd. 133 Old Brompton Rd., S.W.7. Kensington 2460. [C0006]

1937 Alvis Speed 25 4-door de luxe saloon, in really exceptional condition throughout. £225—Jacquier, Ltd. 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C0018]

L ANCASTER and Cheshire sales service and spares specialists—Parkers (Manchester and Bolton), Ltd. Bradshawgate, Bolton (Tel. 4060), and 176, Deansgate, Manchester (i.e. Deansgate 4507). [C0018]

495 one, Alvis 14, November, 1947, 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tail-board, heater, good tires, very good condition, terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C0018]

ALVIS Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [0941/R]

A LVIS cars wanted for cash—The Hindhead Motor Works, Ltd. Tel. Hindhead 603. [C0043]

XXX Cash immediately for good Alvis.—H. F. Edwards, 200, Gt. Portland St., W.1. Laneham 0012. [W2005]

CHARLES POLLETT, Ltd. buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Burgess Yard, off Egin Ave., W.3. Tel. Cunningham 5536-7-8. [0980/R]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd. Service Station, 532, Finchley Rd., London, N.W.1. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

N D at Alvis, Ltd. Service Station, Roper Rd., A. Coventry, Tel. 5581. Grams, Alvis, C. [0981/R]

CHARLES POLLETT, Ltd. Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

S PARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5536-7-8. [0981/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

RUSSELL MOTORS offer:—

1946 Austin 10 de luxe saloon, 30,000 miles, £365. leather, heater, radio, sunroof, etc., recorded mileage 20,700. £275. (C1036)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9208. (C1036)

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Austin 10 4-door saloon, black, brown leather, heater, radio, sunroof, etc., recorded mileage 20,700. £275. (C1036)

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1031)

B LUE STAR GARAGES, Ltd., offer:—

1947 Austin 10 sal., £385; choice of two.—63, Fortune Green Rd., N.W.6 (Ham. 2211). (C1047)

1947 Austin 10 saloon, two owners only, nice order throughout 3 months' guarantee, £365. (C1047)

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

£175.—1959 Austin 10 de luxe saloon; terms:—Autopass, 5, Balham High Rd., Balham 1509. (C1009)

1948 Austin 10hp saloon, appearance as new, great bargain; £400.—Lawton Goodman, 36, North St., W.1. (C1032)

CARR'S MOTOR MART.—1946 Austin 10 saloon, carefully used by one owner; written guarantee; 5, Watton St., W.1. Euston 5383. (C1040)

1938 Austin 10 Cambridge de luxe saloon, superb condition, taxed; £250.—Northwards Garage, Swiss Cottage, N.W.3. Primrose 1127. (C1036)

1939 Austin 10 4-door saloon, black, brown leather, choice of two, from £225.—Peters Motors, 295, Lewisham High St., S.E.13. Tel. Les 1051. (C1033)

225sins.—Austin 10 (1939 model) Cambridge de luxe saloon, maroon, sliding head, maroon leather, good tyres, excellent condition, taxed; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1018)

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. (C1035/R)

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (C1020/R)

AUSTIN A40

CAR MART, Ltd., LONDON Distributors.

1952 Austin A40 Somerset saloon, radio, heater, 2,000 miles, £730. (C1035)

1950 Austin A40 Devon saloon, radio, heater, 17,000 miles, £650.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1035)

L. F. WARD, Ltd.

1952 Austin A40 sports, 6,000 miles, one owner, B.M.T.A. consent. (C1043)

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (C1043)

B. J. HUNTER, Ltd., offer:—

1949 Austin A40 saloon, fitted heater; £495. (C1046)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldstone 4803. (C1046)

TOM GARNER, Ltd., offer:—

1952 Austin A40 Somerset saloon, green, radio, heater, sun roof, 9,000 miles, under list price. (C1036)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C1036)

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, black with brown upholstery, radio, heater, sunroof, etc., recorded mileage 20,700. £275. (C1027)

836.—642, High Rd., N.12. Hillside 0024. (C1027)

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40, Somerset green/brown, 3,500 miles as new.—3, Brix St., Park Lane, London, W.1. Grosvenor 4772-3. (C1031)

B LUE STAR GARAGES, Ltd., offer:—

1950 Austin A40 sal.; £585.—Below. (C1046)

1949 Austin A40 sal.; £535.—63, Fortune Green Rd., N.W.6 (Ham. 2211). (C1046)

GUY SALMON AUTOMOBILES offer:—

1951 Austin A40, radio and heater, sunshine roof, 7,000 miles; £625.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1040)

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1952 Austin A40 Somerset saloon, mist green, heater, 5,000 miles, taxed, practically new, director's personal car.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C1012)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Austin A40 sports convertible, 4,000 miles; £200. (C1037)

COOMBS & SONS (GUILDFORD), Ltd., 4, Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1037)

1951 (October) A40, grey, 12,000 miles, genuine, radio, heater; £635.—2, Vauxhall Ave., Hendon, Hendon 1423. (C1063)

AUSTIN A40

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Austin A40 saloon, one owner, taxed, immaculate condition throughout; £625. (C1034)

1949 Austin A40 saloon, fitted heater, one owner since new; £455.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C1034)

1952 Austin A40 Somerset saloon, 3,500 miles, list price.—Ernest Sutton, Tel. Roxate 4. (C1033)

1951 (August) Austin A40 Countryman Estate car, 4,000 miles, as new throughout; £625. (C1034)

1949 Austin A40 saloon, black, low mileage; £545. (C1034)

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. (C1034)

1951 (Sept.) Austin A40 saloon, mileage 6,500, one owner, colour grey; best offer over £600.—Box 4380. (C1031)

1951 Austin A40, 7,000 miles, B.M.T.A. consent, as new.—Herbert & Mills, Ltd., 75, Old Portland St., W.1. Laneham 5506-7. (C1036)

£495.—1950 Austin A40 saloon, sliding roof and heater, also 1948 & 1945—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 4441. (C1037)

1949 A40 4-door saloon, radio, heater, any trial; £465 or exchange.—11, Peppymead, Prestwich, Manchester, Tel. Prestwich 3097. (C1037)

AUSTIN A40 (January, 1951), one owner; £525.—Gordon Wooderson, 41a, Drexel Road, S.W.16. Tel. Streatham 9638. (C1059)

1951 Austin A40, 6,000 miles, radio, heater, sun roof, C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C1040)

1952 (April) Austin A40 Somerset sal., grey, immaculate condition; £605.—C. A. Peto, Ltd., 48, North Ave. St., W.1. May 2051. (C1043)

1952 Austin A40 Somerset, mist green, brown leather, heater, 7,000 miles, unmarked; £725.—Cyril Sheppard of Reading, Sonning 2345. (C1036)

1950 Austin A40 Countryman, one owner, 15,000 miles, used private only; £525.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (C1038)

1949 A40 de luxe, one owner, carefully used, heater, small mileage, very sound car; £575.—Kings Motors, 1, High St., Hounslow, Tel. 5023. (C1040)

1948 (December) A40 3-door saloon, one owner, in really excellent condition; £450.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6077-8. (C1043)

£535.—1950 Austin A40 saloon, one owner; another 1951, £635.—Le Grice Erys, 109-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C1055)

1951 Devon sun roof saloon, grey/blue, heater, immaculate; £555, a selection usually available.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Sunwell 9011. (C1004)

PRIDE & CLARKE, Ltd.—1949 Austin A40 Devon sun roof saloon, black/beige leather, heater, £469, 3 months' guarantee; terms, exchange; list.—237, Brixton Hill, S.W.2. Tel. 964-5. (C1040)

1950 Austin A40 saloon, dark green with brown leather, heater, mileage 20,640 by one owner, extremely well maintained throughout; £550 or part exchange.—J. Baker & Co., Ltd., Dorking 5622. (C1039)

1949 (March) Austin A40 Devon saloon, blue, blue leather upholstery, radio, heater and demister, non-draught windshields, 19,594 miles, one owner; £535. (C1039)

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

525sins.—Austin A40 1950 Devon 4-door saloon, maroon, sliding head, brown leather, heater, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1018)

TANKARD & SMITH, Ltd., offer:—1950 Austin A40 saloon, black with grey leather, one owner, speedometer reading 22,000, fitted heater, exceptionally clean car; £535; three months' written guarantee; also 200 guaranteed used cars of all makes.—158, King's Rd., S.W.3. Tel. Falmham 401-3. (C1036)

£595.—(Feb., 1950) Austin A40 Devon 4-door saloon with sunshine roof and heater, black with immaculate fawn leather interior which has been protected by loose covers fitted when the car was new 17,000 miles but condition consistent with a carefully used car which has been in use under 10,000. (C1035)

CAMDEN MOTORS, Leighton Buzzard, Beds., Tel. 2041, open 10-7 p.m., write for catalogue, open all day Saturday 27th December. (C1035)

Austin A40 Cars Wanted

T H E CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. (C1037/R)

LOW-MILEAGE A40 or similar required now.—54, Streatham Hill, S.W.2. Tube Hill 5486. (C1057)

A new, well-used Austin A40 required.—30, Rectory Rd. & W.16. Tube Hill 2768 (day). (C1072/R)

AUSTIN A40 Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (C1012/R)

CASH buyers of good Austin A40s; distance no object.—Hattens, Lord St., Southport. (C1076/R)

SOMERSET wanted privately, lowest possible mileage.—605, Durham Rd., Gateshead-on-Tyne, Tyne 7532. (C1077)

AUSTIN TWELVE

1938 (June) Austin 12-4 Ascot saloon, black, in good order; £220. (C1024)

1939 model H.R.A. series Austin 12-4 Ascot saloon, black, written guarantee; £275. (C1024)

GEE CARS, Ltd., 60-62 Queenstown Rd., S.W.8. Tel. 4174. (C1024)

1947 Austin 12 saloon, one owner; £450.—Withams, 16, Balham Hill, S.W.12. Battersea 6164. (C1024)

£265.—1939 Austin 12-4 Ascot de luxe saloon, bar gain.—Bry Motors, 193-184, West End Lane, N.W.6. Hampstead 5490. (C1024)

Austin Twelve Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd., N.W.1. Euston 1212. (C1035/R)

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (C1012/R)

AUSTIN SIXTEEN

£545.—1948 Austin 16, green, brown upholstery, heater and radio, one owner. (C1070)

1948 Austin 16, £425.—John Gisy, 20, Hermitage Lane, N.W.2. Brompton 1242. (C1038)

1948 Austin 16 saloon, heater, one owner, choice of two; £385.—Withams, 16, Balham Hill, S.W.12. Battersea 5280-5769. (C1065)

£595.—Austin 16 1948 de luxe saloon, sun roof, interior heater, brown leather upholstery, exceptional condition; taxed; terms, exchange. (C1056)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1056)

£545.—1949 Austin 16hp saloon, black, brown leather, radio and heater, also 1948 at £465.—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 4441. (C1057)

1947 Austin 16 sun saloon, black, blue leather interior, new engine fitted, flawless condition; £395.—Grove Garage & Motors, 332, Fore St., Edmonton, N.9. Tel. 4162. (C1029)

HIRE Limousine 1951, partition, 7-forward, leather, 4 small, mileage, £795. (Fifty Limousines—List Posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

1948 Austin 16hp sun saloon, green, one owner only, excellent condition; £475.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076)

1948 (October) Austin 16 saloon, black, brown leather upholstery, one owner, outstanding bargain; £395.—Northwards Garage, Swiss Cottage, N.W.3. Primrose 1127. (C1036)

1950 Austin 16 hire car, black, partition, 7 forward, leather; price new £1,350, no material change, exceptional bargain; £625.—Dons Garage, (Austin Agents), Staines, Middlesex, Tel. 801. (C1074)

595sins.—Austin 16 1948 de luxe saloon, black, sliding head, brown upholstery, one owner, exceptional condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1018)

£575.—I am magnificent, I am just like you and nobody has sat inside me, let me give you a ride and what a magnificent ride you will get, see my brother and then see me and compare the difference, oh yes! I am an Austin 16, barely four years old, but what a be up! 3 months' guarantee, hire purchase, exchange. (C1018)

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C1063)

HARRIS 1952 Beazer-Deck streamline Deluxe Coach, work, exclusive equipment, bargain value, ready service, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin Sixteen Cars Wanted

T H E CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. (C1037/R)

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (C1012/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0622/R)

MARSTON MOTOR Co. for your Austin.—Tel. St. A. 8000, Seven Sisters Rd., Tottenham, N.15. (0550/R)

HATTONS of Lord St., Southampton, will buy Austins, 1935 to 1950, 8 to 16hp, in condition above average. (0788/R)

XXX Cash immediately for good Austin.—H. F. ham 0012, Edwards, 200, Gt. Portland St., W.1. (172003)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. (0541/R)

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Win. 0125. (0414/R)

NORMAND, Ltd., The best service ensures a longer car life. (0232)

BRING your car to 405-9, Kine St., W.6. Riv. 3665. (0232)

C. G. NORMAN & Co.

AUTHORISED Austin retailers; service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London S.W.1. Victoria 2211. (0271/R)

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 322, Streatham Rd., S.W.16 (Streatham 7751). (0160/R)

AUSTIN spares for old and new models.—Jenners, Ltd., Birmingham, Bucks 85. (0365/R)

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 85. (0365/R)

AUSTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hor. 2852/2853. (0729/R)

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamo, etc.; s.e. for list.—William's, 18, Balham Hill, S.W.12. Battersea 3280/3769. (0448/R)

AUSTIN spares for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. (0359/R)

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—37, Acre Lane, S.W.2. Brixton 1155. (0194/R)

BENTLEY (3½- & 4½-litre)

J B JACK BARCLAY, Ltd., LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (0065/R)

JACK BARCLAY, Ltd., (0065/R)

RIPPON.

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RIPPON Bros., Ltd.,

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). R. Also Bradford, Leeds and Sheffield. (0506/R)

EXCHANGE or sell.

1952 Bentley Mk. VI 4½-litre saloon.

1951 Bentley Mk. VI 4½-litre saloon.

1937 Bentley 4½ Freestone & Webb.

1937 Bentley 4½ Gurney Nutting.

1936 Bentley 3½ William Arnold.

ALL reasonable offers considered.

SWANMORE GARAGE (Bentley specialists), 1175-1190, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. (C0424)

JACK OLDING, of Mayfair.

OFFICIAL Bentley & Rolls-Royce retailers offer:

NEW (large bore) Mark VI Bentley with Freestone & Webb owner/driver sal. coachwork, for early delivery.

1950 Mk. VI Bentley standard saloon, 19,000 miles; £2,975. (C0406)

1950 Mk. VI Bentley standard saloon, 64,000 miles; £2,350.

1949 Mk. VI Bentley power-operated coupe by Park Ward.

1948 Mk. VI Bentley standard saloon, 33,000 miles; £2,350.

1948 EUSTACE House, North Audley St., W.1. May. 5242-3-4. (C0300)

BENTLEY 4½, overdrive Mulliner body, two-tone grey, permapex roof, perfect condition; £1,900.—Gid. 1448. (6239)

BENTLEY (3½- & 4½-litre)

RUSSELL MOTORS offer:—

1934 3½-litre Bentley 4-door saloon by Thrupp & Mahery, fitted Radiomobile; an exceptional car, any trial or examination.

1938 LE Series 4½, Bentley Park Ward special 4-door saloon, one owner since new, genuine mileage 44,000, fitted H.M.V. Radiomobile and heater, silver grey, blue leather; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9285. (C0360)

ROSE & YOUNG, Ltd., offer:—

1938 (July) Bentley 4½-litre Gurney Nutting sports saloon, an extremely pretty car, in beautiful condition, fitted with H.M.V. radio, finished in metallic grey with grey leather upholstery; £1,095.

1936 Bentley 3½-litre Freestone & Webb razor-edge sports saloon, a very handsome car in lovely condition; £775.

1935 Bentley 3½-litre Thrupp & Mahery drop head coupe, very pretty, exceptional condition, grey; £725.—65-69, Stenham Rd., Stenham Hill, S.W.2 (1 minute Stenham Hill Station). Tulse Hill 4444. (C0307)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1950 (September) Mark VI Bentley standard steel saloon, black with brown upholstery, radio and heater, speedometer reading 13,000, in faultless condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C0307)

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

GUY SALMON AUTOMOBILES offer:—

1938 L.E. Series 4½, Bentley Thrupp & Mahery semi-r.e. sports, £600 overhaul this year, 6,000 miles, superb, suitable for the most exacting connoisseur; £1,295.

1948 Bentley Mark VI standard steel saloon, 44,000 miles, maintained by makers, especially fine example; £2,250.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C0400)

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1938 Bentley 4½-litre Park Ward saloon; £1,500.

1935 Bentley 3½-litre Park Ward saloon, recent overhaul by makers; £1,175.

1934 Bentley 3½-litre Thrupp & Mahery sports saloon; £825.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1948 Bentley Mark VI S.S. saloon, black brown leather, one owner, speedometer, 24,000 miles.

1938 Bentley 4½-litre Vanden Plas Phaeton saloon, weather 4-seater, £650 Bentley overhaul (full), 10,000 miles, excellent order throughout. (C1001)

1936 Bentley 4½, 4-door saloon, black/blue, many extras, serviced by Bentley; £950.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Riv. 2574-5. (6284)

1947 Bentley Mark VI Standard Steel saloon, black with brown leather upholstery; £2,195.

PADDOX BROS., 60, Chelva Place, South Kensington, S.W.7. Tel. Ken. 6477/9478. (C0383)

1952 Bentley Mark VI (large bore) 4½-litre standard steel saloon, dark green, brown leather upholstery, 5,600 miles; £3,975.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5851), and 12, Chelsea Manor St., S.W.3 (Fitzman 5181). (C0406)

BENTLEY 4½-litre (31.10.56) Park Ward D.H. coupe, very good condition, new hood and battery, North Acton Ave. N.W.6. Wd. 7259. (5030)

BENTLEY (3½- & 4½-litre)

CAMDEN MOTORS urgently require pre-war Bentley 3½- & 4½-litre saloons and drop head coupes, particulars and price required to:

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1055)

BENTLEY 1938 4½-litre 2-seater, by Young of Bromley, one of the most attractive pre-war Bentleys in the country.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Frenantle 5471. (C0364)

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer at Bentley competitive prices the following:—

1951 (Dec.) Bentley Mark VI (big bore) 4½-litre, dark blue, mileage 15,000, this car has been very carefully maintained, loose covers have been fitted from new, reduced £3,975.

1950 Bentley Mark VI standard steel sal., finished blue, one owner, fully guaranteed; reduction price £2,850.

1948 (May) Bentley Mark VI standard steel sal., black, special reduced price £2,450.

OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. Mayfair 6268.

SERVICE Works and Stores; Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. (C2010)

£595.—1934 3½-litre drop head, maintained rearward, less of cost, any inspection invited.—Speedwell 9227. (6596)

1950 (June) Bentley standard steel saloon, black with beige leather, 32,000 miles, coachwork and mechanical condition excellent throughout.

CHARLES ATTWOOD & SON, Ltd., (Bentley Special Retailers), Wolverhampton, Tel. Wolverhampton 20634. (1212)

BENTLEY Mark VI (late 1951), in midnight blue with beige upholstery, maintained by the makers in excellent condition throughout; £3,600.—Box 4591. (6505)

1938 Bentley 4½, Mulliner semi-racer-edged saloon, mileage 62,000 only, black, in exceptional condition throughout; £1,650.—C. P. East, Ltd., 32, Bruton Place, W.1. Mayfair 0621. (C0304)

TAYLOR & CRAWLEY offer a most unusually sound selection of pre-war Bentleys. We wish to buy low-mileage good condition Mark VI Bentley cars at at-to-day we have no stock and are particularly ready to offer good prices.

1936 Bentley 4½-litre Vanden Plas pillarless saloon, low blue, two owners, excellent value; £875.

1937 Bentley 4½-litre with special fully razor-edged sports saloon by Park Ward, 73,000 miles, very recent bills for complete overhaul, magnificent condition; £1,365.

1937 Bentley 4½-litre with very attractive 4-door phaeton by Thrupp & Mahery 62,000 miles, useful order; £1,275.

1938 Bentley 4½-litre with most attractive H. J. Mulliner four-door drop head coupe, completely disappearing hood, mileage 81,000, with excellent maintenance history; £1,475.

1938 Bentley 4½-litre with semi-racer-edged saloon by Thrupp & Mahery, very beautiful condition throughout; £1,395.

1939 Bentley 4½-litre MX chassis, with lovely 4-door high vision saloon by H. J. Mulliner, just repainted, new mats and head lining fitted, a most attractive car in every way; £1,500.

TAYLOR & CRAWLEY, 48, Kensington Court, W.8. Western 6015. (1592)

1948 Bentley Mark VI S.S. saloon, 26,000 miles only, finished in black with fawn leather upholstery, rear wing valances fitted, beautiful condition; £1,650.—Clarke's of Putney, 10, Putney, London, SW15. (0292)

Bentley retailers, Pirbright, Surrey. Brookwood 2201-2. (1592)

CAMDEN MOTORS.—Bentley 3-litre short chassis speed model, equipped with 1947 replica four-door coupe body styling of unusually attractive and modern appearance with long seat wings, twin enclosed spare, oversteer tail, etc., specially constructed for wealthy enthusiasts and maintained in true Bentley fashion, remarkable opportunity at £285.

CAMDEN MOTORS.—Bentley 3½-litre special Barker coupe, 1954, with very attractive Continental four-door body styling, beautiful too finish in black and suede green, excellent chassis, many extras, heater, etc.; £285.

CAMDEN MOTORS.—Bentley 3½-litre drop head four-door coupe, by James Young & Bromley, 1936 series and chassis number, appearance very much in advance of its year with many special features, magnificent history, one enthusiast owner since 1935, maintained and serviced with every care and consideration; £755.

CAMDEN MOTORS.—Bentley 3½-litre Vanden Plas 4-door pillarless sports saloon, 1938 series, a beautiful example in pastel grey with red upholstery, fitted built-in heater, Ace dials, nylon covers, maker's overhaul to engine and gear box July last year, one change of ownership only in 1940; £685.

CAMDEN MOTORS.—Bentley 4½-litre Freestone & Webb sports saloon, 1937 chassis, 4-door body styling of extreme elegance with modern swept tail enclosing spacious rear boot, immaculately finished in contrasting colour scheme of deep maroon with black vines, interior upholstered throughout in finest quality Connolly hide and equipped with every luxury; radiator heater, etc.—serviced since new by accredited Bentley agents, who have recently carried out mechanical reconditioning at enormous cost; new Fort Dunlops fitted last month and the whole car in exceptionally fine order; £145.

CAMDEN MOTORS.—Leighton Buzzard, Beds.—Tel. 2041; open till 7 p.m.; write for catalogue; open till late Saturday, 27th December. (C1055)

1936 Park Ward 4-door 3½-litre Saloon, boot, leather, good history, carefully maintained, excellent bargain value. Below

1947 Bentley Mark VI steel Saloon, black, mileage 30,000, delightful condition, excellent history, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. C1006

Hill, S.W.2. Tulse Hill 4488 | C3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10
 1949 Hillman Minx de luxe saloon, spotless grey cellulose, immaculate interior and genuine small mileage—Below.
 1949 Hillman Minx de luxe saloon, carefully used and magnificent example—Below.
 1947 Hillman Minx de luxe saloon, choice 2, carefully maintained and spotless condition—Below.
 1948 Hillman Minx, looks and runs like post-war example; 3 months' guarantee; hire purchase, exchanges.
 LAMB'S Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C1026)

1948 Hillman Minx Phase II saloon, leather upholstery, wireless and heater, in excellent order: £425.—Hakins, Ladbroke 1155. (C1027)

BRUTONS, Ltd.—1939 Hillman 10 drop head, reconditioned throughout; £265.—13-14, Osten Menor's Gate, S.W.7. Fremantle 0542. (C1028)

1950 Hillman Minx sal., small mileage, ex condition; £375.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. May. 5242. (C1030)

HILLMAN MARK IV, Oct. 1949, in perfect condition, heater inspection 3, 675's guarantee; £267. Apply J. Somerville Green, Scarfords Leeds. 15644

1950 Hillman Minx saloon, black with brown leather, well maintained; £375.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C1022-1)

1950 (Sept.) Hillman Minx Phase IV saloon, black, blue leather upholstery, one owner, a really immaculate car; £325.
W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

£235—1938 Hillman Minx drop head fourseater coupe, exceptionally nice condition.—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6430. (C1024)

1949 Hillman Minx saloon, black, exceptional condition throughout.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. (C1014)

1942 Hillman Minx 10hp saloon, good appearance and mechanical sound; only £255, cash or terms.—Broadway Motor Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. (C1034)

WALTER SCOTT, Ltd.—October, 1950, Hillman Minx saloon, fawn, red leather, 13,000 miles, one owner; £335; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swin Cottage Tube). Pri. 5914. (C1006)

525 gens.—Hillman Minx 1950 Phase IV saloon, black, blue leather, heater, small mileage, good tyres, spare unused, very carefully used, exceptional condition, taxed, terms; exchanges.—Rowland Smith, below.

465 gens.—Hillman Minx 1949 Phase III saloon, fawn, red leather, heater, good tyres, very carefully used, exceptional condition, taxed; terms; exchanges.—Rowland Smith, below.

365 gens.—Hillman Minx 1947 fourseater drop head coupe, grey, blue leather, radio, carefully used, excellent condition, taxed; terms; exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

1940 Minx de luxe saloon, £145 recondition last completed by 248 recalculase, new engine, reconditioned transmission, springs, shackles, clutch bearings, shockers, steering, new battery, new tyres, taxed. Speedsters, Ltd., Rother 626 (See Sports Car column). (C1060)

PRIDE & CLARKE, Ltd.—1952 Hillman Minx Phase IV saloon, grey leather, one owner, £399. 1949 Hillman Minx Phase III saloon, blue/grey upholstery, exceptional condition, £475. 3 months' guarantee, terms, exchanges; last, 237, Brixton Hill, S.W.2, Tel. 3664-5. (C1244)

HILLMAN 14
 1949 Hillman 14hp 1939, £250, in perfect condition.—Term. 6185. (C1013)

195 gens.—Hillman 14 1939 de luxe saloon, black, sliding head, blue leather; terms; exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

Hillman Cars Wanted
C. M. THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. (0871-18)

R. S. ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube), Ham 6041. (C1018)

R. ROOTES, Ltd.
DISTRIBUTORS.
 REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411).
MANCHESTER—129, Deansgate, (Blackfriars 6677).
MAIDSTONE—(Maidstone 5333).
CANTERBURY—(Canterbury 3252).
ROCHESTER—(Chatham 2231).
WROTHAM Heath—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0108-18)

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (W3044-18)

Hillman Cars Wanted
PHASE V Minx vtd., very low mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75332. (16174)

CASH buyers of good Hillman Minxes, distance no object.—Huttons, Lord St., Southport. (0792-18)

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0698-18)

NOTTINGHAMSHIRE distributors, Humber, Hillman always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 45381. (0552-18)

Hillman Spares and Service
NORMAND, Ltd.
 The best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. (0233)

NORTH and Central London.
CATERMOLLE (GARAGES), Ltd., for Hillman spares, saloons, service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. (10364)

LONDON & COUNTIES MOTOR MART, Ltd.
 HILLMAN repair specialist (30 years), well-equipped works, servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Retenova 1183. (0676-18)

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge & E.13. Lee Green 5865. (0720-18)

BARKING—For full stocks of spares and genuine service for Hillman owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplaway 1285. (0438-18)

Hispano-Suiza Spares and Service
HISPANO spares and all repairs.—G. Briand, 47, Hamworth Rd., Croydon. Cr. 1742. (5102)

HOTCHKISS
HAROLD RADFORD & Co., Ltd.

SOLE concessionaires
SALES and Service.
HAROLD RADFORD & Co., Ltd., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C1047)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

£275—1939 Hotchkiss 10hp 2-door sports saloon, a quality car for the connoisseur.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. (C1024)

Hotchkiss Spares and Service
HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). (53047-18)

H.R.G.
HAROLD RADFORD & Co., Ltd.
SOLE distributors for London and Home Counties, new and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C1047)

1950 H.R.G. 1500, green, extra, 11,000 miles, perfect; £850.—"Thornhill," Lonsdale Lane, Fulwood, Preston, Lancs. (16286)

H.R.G. Cars Wanted
REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

H.R.G. Spares and Service
CHARLES FOLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE, Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5356-7-8. (0594-18)

DICKS.
1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine, £425.
1938 Hudson 17, very fine order throughout; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. (C1072)

£125—1936 Hudson 22hp 4-door saloon, leather, radio, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. (C1024)

1948 Hudson 4-door saloon, colour black, blue leather upholstery, fitted radio, heater, very tyres. "the only car in the world you step down into"; this car has just been checked over at our works; a bargain at £925.

METCALFE & MUNDY, 290, Old Brompton Rd., S.W.5. Fremantle 5471. (C1036)

Hudson Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8891/3903. (W4015-18)

Hudson Spares and Service
MANCHESTER—Hudson spares and repairers.

Hudson Spares and Service
MANCHESTER—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4561-7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. (0518-18)

SPARKS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham, Tel. Poperestore 1055-6-7. Telegrams: Spinks, Twickenham. (0568-18)

HUMBER
RAYMOND WAY.
RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.
1950 Humber Super Snipe saloon, in grey metallic with red leather upholstery, chauffeur driven and maintained, 6,000 miles, immaculate throughout; 789ms.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C1047)

JACK ROSE, Ltd., offer:—
800 miles only.—August, 1952, Humber Super Snipe sal., absolutely as brand new (black with brown hide upholstery), radio, except £1,175.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Tel. Wallington 6677-8. (C1036)

B. J. HUNTER, Ltd., offer:—
1950 series Humber Hawk saloon, positive as new; £355.
B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Gladstone 6303. (C1040)

TOM GARNER, Ltd., offer:—
1952 Humber Super Snipe Mark III saloon, black with red leather, new and unregistered.
TOM GARNER, Ltd., 10-12, Peter St., Blackfriars, 2. Blackfriars 9265-6-7. (C1020)

WARWICK WRIGHT, Ltd., offer:—
1952 Humber Hawk 16hp saloon, blue, fawn leather, 8,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1043)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1949 Humber Hawk, radio, heater; £395.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. (C1057)

HENDON CENTRAL GARAGE, Ltd., offer:—
1949 "new look" Humber Hawk saloon, fitted radio, taxed, very bargain price £600.—Walford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C1034)

GORDON CARS (LONDON), Ltd., for Humber.
1950 Humber Super Snipe Tickford coupe; £795.
GORDON House, 373, Euston Rd., N.W.1. Eus. 5611. (C1023)

H. M. BENTLEY & PARTNERS, Ltd., offer:—
£985—Humber Pullman limousine, one private owner, 18,000 miles, March, 1949.
 9, Albemarle St., London, W.1. Tel. Grosvenor 5551.

1952 Humber Super Snipe saloon, 4,000 miles, as new, heater, radio, covers, etc.
TICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. (C1040)

1949 Humber Super Snipe saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C1022)

1948 Humber Hawk saloon, finished in black with leather upholstery, 22,000 miles, a very clean motor car; £330.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2466. (3136)

HUMBER Pullman 7-seater limousine, brand new.—Auto Garages, St. James' Buildings, Gallowgate, Newcastle-on-Tyne. Tel. 27245. (6287)

1951 Humber Super Snipe saloon, 5,000 miles.—Green & Zonta, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C1028)

1947 Humber Hawk, one owner, excellent condition, fitted loose covers; £435.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C1045)

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available. £695.—Campbell Symonds, Wembley 6092. (C1037)

£148—Humber 12 de luxe saloon, 1936 model, blue with blue leather interior, mechanically very good, tyres good, an inexpensive car to buy and run, taxed year.
TYNIES MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5553. (C1030)

1947 Humber Snipe, fitted loose covers, coachwork very clean, mechanically good; £365; choice of 2.—Colman's Car Sales, Ltd., 292-308, Lankar Rd., W.9. Tel. Maida Vale 5134, 5651-2. (C1056)

1951 Humber Super Snipe, steel grey, with grey hide, radio, heater and lifeguard tubes etc., 25,000 miles, perfect order, guaranteed, £750.—Headstone Motors, Headstone Lane, Harrow, Tel. Hatch End 444. (6295)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- Jaguar Spares and Service**
- HENLYS Ltd.**
NOLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford, (Balling 3477.)
SPARES and replacement engines for all models.
AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.
QUICK completion of repairs (10563/R)
- SADL & SLATTER, Ltd.,** 44-46, Aldermans Hill, N.13.
FULL stock of spares; Jaguar repairs and maintenance—Service Station: Green Lane, N.13, Palmers Green 1205/7173. (184002/R)
- PEERLESS MOTORS, Ltd.,** main dealers for Buckinghamshire—Jaguar spares; replacement units and repairs facilities—Bath Rd., Slough, Tel. 22394, (0450/R)
- R. P. POWELL (MOTORS), Ltd.,** East London—Main dealers for Jaguar cars, sales, service and spares—521, Romford Rd., Forest Gate, E.7, Maryland 4818-9.
- LEONARD WILLIAMS & Co. (1940), Ltd.,** offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 9400. (10528/R)
- WEMBLEY COURT MOTORS SERVICE STATION—**Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars—Wembley Court Motors Service Station, Fort Yvonne, Wembley, Arnold 1154-5. (10719/R)
- JEEP**
WHAT car can I get? Want to measure "7—a Metamorph converted Jeep—980, Belize Lane, N.W.1. (10534)
- 1952** (first reg.) Jeeps, all types, spares, spares, 5345.
UNREGISTERED Jeep complete, guaranteed, £185, payments—Oldfield, 508, Kensington High St. W.14, Wes. 6631. (105029/R)
- JEeps—**Britain's leading Jeep specialists, all spares in stock, prompt despatch; rebuild Jeeps detachable bodies, utilities, 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4, Chiswick 3013/0621.
- JEeps, right or l.h.d.,** names of bodywork, private or commercial—Wick Autos 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). (10620/R)
- JEeps!!!—**Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares—Autopark Ltd., Winchester, Tel. Winchester 4834/3406. (101010/R)
- MANSELL & FISHER** (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee, own Jeep taken in part exchange or rebuilt, all spares stocked; contractors to overseas Governments—[1], Cadogan Lane, London, S.W.1, Sionne 4732, 4728. (103066/R)
- UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.,**—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, basket seats, brake linings, etc., etc.—451-533 High Rd., Chiswick, London, W.4, Chiswick 1619. (10035/R)
- 1951** 6-cyl.—Jeep (Ford), registered October 1950, hood and sidevents, spare wheel, good condition, (used), choice of 4 Jeeps, terms, exchange, but, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hamstead Tube). (104018/R)
- Jeeps Wanted**
ROWLAND SMITH'S, the Jeep buyers—Hampstead High St. (Hamstead Tube) Ham. 6041 (1054/R)
- Jeeps Spares and Service**
100% Jeep firm, all spares by return, or over counter, small or large quantities—Wick Autos. (see under Jeeps.) (10566/R)
- JACK OLDING & Co., Ltd.,** Willys-Overland distributors for the United Kingdom—Spares and Service, 24-90, Holland Park Ave., W.11, Park 5077. (10830/R)
- JENSEN**
BROOKLANDS—Individually, new and used cars.
INTERCEPTOR saloon and cabriolet, mileage 1,000.
BUY or sell your car at
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METCALFE & MUNDY, 290, Old Brompton Rd., S.W.5, Frenamite 5471. (103064/R)
- JOWETT**
CLARKE'S OF PIRBRIGHT,
DISTRIBUTORS, Day and night service in Guildford, Woking and Aldershot area.
GUARANTEED used Jowett products—
1951 Javelin de luxe saloon, 950 miles only.
1949 Javelin de luxe saloon
NEW Javelin from stock
NEW Bradford de luxe utility actual show model.
NEW Bradford vans from stock.
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.
BROOKWOOD 2201-2. (10322/R)
- JOWETT**
NEWNHAMS, Ltd.,
1952 Jowett Javelin saloon, green, 700 miles only; £2,875.
NEWNHAMS House, 255-7-9, Hammermith Rd., London, W.6, Riverside 4648. (103024/R)
- GUY SALMON AUTOMOBILES offer—**
1951 Jowett Javelin saloon, excellent condition, £750—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (104001/R)
- 1949** Jowett Javelin, green—Anthony Crook, Caterham 2232-3. (101063/R)
- EPSON—**The Woodcote Motor Co., Ltd., main agents for Jowett and Bradford, offer—
1951 Javelin de luxe, black; exchanges; deferred terms—Epsom 1234-6. (10137/R)
- 1952** Javelin de luxe saloon, one owner, black with red leather, excellent condition, £775.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (104055/R)
- 1951** Javelin saloon, black, brown upholstery, £1,135—E. L. Mendel, Ltd., 35, Old Portland Sales, 140, Golders Green Rd., N.W.11, Speedwell 0015.
1951 model Jowett Javelin de luxe saloon, finished in maroon, in excellent condition, one owner; £725—extra, exceptional condition, 3 months standing; £525—Cyril Sheppard of Reading, Sunning 2345. (10267/R)
- 1938** (Nov.) Jowett ship saloon, exceptional offer, £1,135—E. L. Mendel, Ltd., 35, Old Portland St., W.1, Ldn. 2291-2. (103067/R)
- JOWETT and Javelin main agents, spares and specialised Service—Colliver-Fisher, Ltd., Northwood, Middx, Tel. 777 (4 lines).** (10422/R)
- 1951** Javelin saloon de luxe, in turquoise, £775; extra, exceptional condition, 3 months perfect—Bowman's Garage, Weybridge, Tel. 1265, (101033/R)
- COOPER & GREEN, Jowett Main Agents—**Javelin and Bradford spares and repairs, sales and service—Eden Park Garage, 45, Upper Kilmers Kind Rd., Beckenham, Kent, Tel. Beckenham 2505. (10302/R)
- 1952** Javelin, bronze, heater, radio, one owner, many extras, £775—Trinity Cars, Ltd., 94, North Side Wandsworth Common, S.W.18 Vandrye 1166. (104054/R)
- 1951** 6-cyl.—Jowett 10hp 4-cylinder saloon, black, leather, good condition; terms exchange, but, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (104018/R)
- 1951** Jowett Javelin de luxe maroon, 24,000 miles, unused since complete overhaul by Jowett works, heater, radio, rimblinders and numerous extras, promptly kept by one owner, £695 or nearest offer, Ring Bitchley 459. (10631/R)
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CAMDEN MOTORS, Leighton Buzzard Beds, Tel. 2041, Open till 7 p.m. Write for catalogue. (101095/R)
- 1948** Jowett saloon, specially prepared for fastidious owner, special engine recently fitted with polished cylinder heads, modified rear box and suspension, perforated disc wheels, radio; this car represents a unique opportunity for those desirous of acquiring something different and is remarkable value at £650.
H. W. MOTORS, Ltd., Walton-on-Thames, 2404/4-6. (102042/R)
- JAVELIN de luxe saloons: 1948 (October), black, £525; 1950, maroon, 16,000 miles only, radio, £700; 1951 (August), metallic grey, filets, radio, £625; also Jowett de luxe saloon, 1950, grey, £500; all above one owner only; 1956 7hp saloon, green, engine overhauled, crash-work perfect, 1975—Bunting, Harrow, Tel. 6261.** (102034/R)
- Jowett Spares and Service**
CAR MART, Ltd., wish to purchase Jowett cars—320, Euston Rd., N.W.1 Euston 1212. (1074/R)
- ROWLAND SMITH'S, the Jowett buyers—**Hampstead High St. (Hamstead Tube) Ham. 6041. (1054/R)
- JUPITER wanted for cash—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1, Sloane 5424.** (103045/R)
- Jowett Spares and Service**
H. M. BENTLEY & PARTNERS, Ltd.,
JAVELIN and Bradford service and spares, 21-25, Grosvenor Crescent, Mews, Hyde Park Corner, S.W.1, Tel. Sloane 9447. (10293/R)
- BIRMINGHAM main agents; large stocks of spares—**Frank Mosley (A. & S.) Ltd., The Dept. Steward St., Birmingham, 18, End. 0916. (104049/R)
- Jowett Spares and Service**
MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private—Tel. Erith 2469/2429, 508, Erith Rd., Bexleyheath. (10571/R)
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NORTHWOOD, Middx, Tel. 777 (4 lines). (10095/R)
- BUNTING'S MOTOR EXCHANGE** offer unrivalled service of spares and repairs for Jowett Javelin and Bradford—Bonnersfield Lane, Harrow, Tel. 6225-6. (10073/R)
- KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities; trade requirements, catered for.**
G. W. WILKIN, Ltd., Weston Park, and 84, Eden St., Kingston-on-Thames, Kin. 2242. (10479/R)
- A. W. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. 2710—**The Jowett specialists and area agents; over 25 years' Jowett experience; spares and service. (10759/R)
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CAR MART, Ltd.,
1951 Lagonda 2½-litre saloon, radio, heater, 10,000 miles—Park Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434. (101039/R)
- HAROLD RADFORD & Co., Ltd.,**
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7, Kensington 6642 (5 lines). (103047/R)
- CHARLES POLLETT, Ltd., offer—**
£135—Lagonda 5-litre sal., reg. Dec. 1953, very good tyres and mechanical condition, excellent value.
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- OFFICIAL Lea-Francis Service Station—Barnside Yard, off Egin Ave., W.9, Cunningham 595.** (10210/R)
- GUY SALMON AUTOMOBILES offer—**
LAGONDA and Aston Martin agents.
1952 (September) Lagonda 2½ coupe, 500 miles; £2,500—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (10401/R)
- BROOKLANDS—**Lagonda distributors; latest models.
1952 Lagonda 2½-litre coupe, mileage 6,000.
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BUY or sell your car at
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- DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.)**
1936 16/80 sports 4-seater, steel and red, good order throughout.
1933 4½-litre L.45 4-seater tourer, complete engine and chassis overhaul in progress.
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FURTHER particulars of these and other models now in stock at
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- 1950** Lagonda 2½-litre saloon, all extras, one owner; £1,175—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1, Abbey 6099. (10265/R)
- £299!!!—**Magnificent motoring at low cost; Lagonda 2½-litre special sports saloon, 1955 model; but looks as modern as £1,000 motor car; bodywork magnificently beautiful, interior excellent, tremendous performance aided by modern overdrive third and top gear; you won't believe this vehicle is so beautiful unless you come and see it—Brow.
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- Lagonda Cars Wanted**
ROWLAND SMITH'S, the Lagonda buyers—Hampstead High St. (Hamstead Tube) Ham. 6041. (1054/R)
- Lagonda Spares and Service**
DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised services.
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CHARLES POLLETT, Ltd., offer—
FRENCH LAGO TALBOT 1950 2½-litre, fitted magnificent 2-door 4-seater streamlined saloon, body by Saatchi (sunshine roof), colour dark maroon, radio, heater, 10,000 miles only; this most attractive car offered at £1,850 (cost new in this country approx. £4,300).
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SPARES available from over 1,000 dismantled vehicles; new and second-hand springs, silencers, wheels, stub axles, axle shafts, crown wheels and pinions, tyres, dynamo, starter motors and windscreen wipers, etc.; all enquiries promptly answered; quotations by return post, parts despatched f.o.d.—W. Merchant & Son, Sheffield Rd., Garage, Whittington Moor, Chesterfield, Tel. 5542. (13416)

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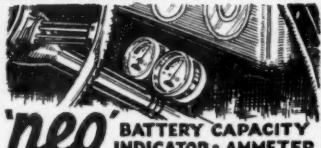
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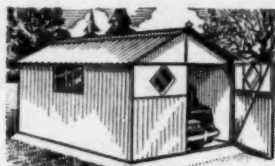
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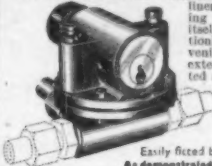
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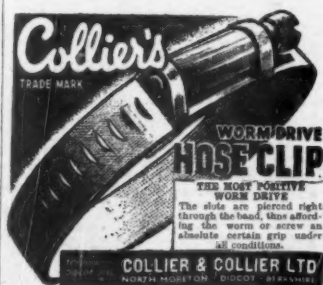
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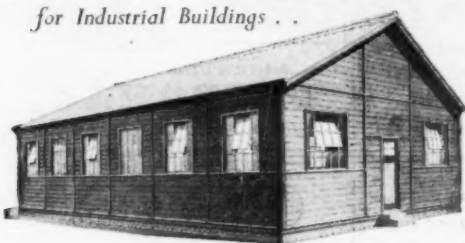
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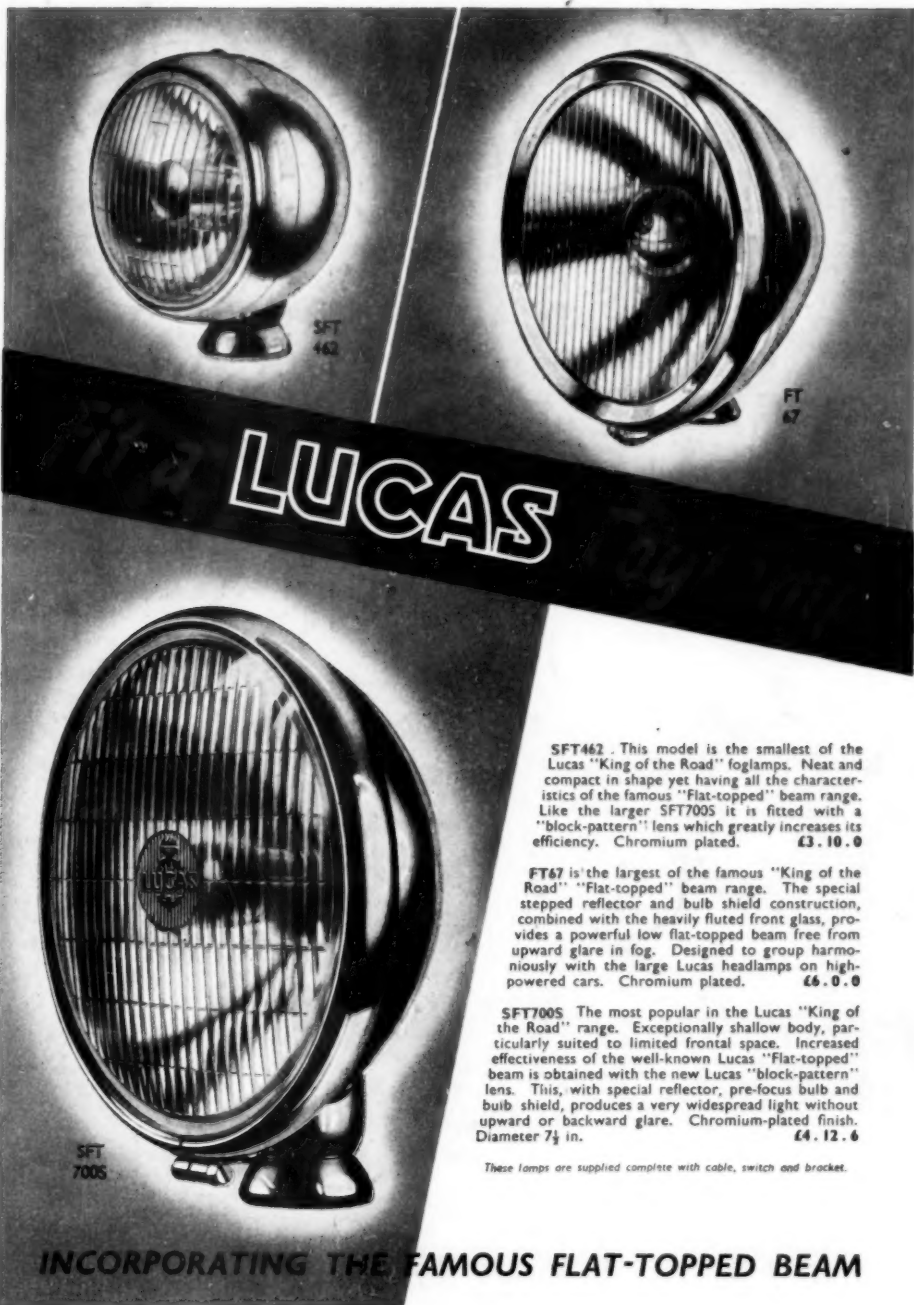
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